

# GRAIN DEALERS JOURNAL

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Panhandle Gr. & Elvtr. Co., whsle, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

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Eppes, Wm. E., grain, hay, flour, produce.

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England & Co., Chas., grain, hay.\*  
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Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*

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Slick & Co., L. E., grain brokers.  
Worth-Gyles Grain Co., cash and future grain.\*

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#### Chamber of Commerce Members.

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Colbert, Thos. F., grain and millfeed.  
Cressy, Fred L., hay, grain, bkg. com.  
Howlett Co., E. C., grain brokers.  
Jaquith, Parker, Smith & Co., wheat barley mlo.\*  
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Southworth, J. E., gr. broker, export fdwr.

### BUFFALO, N. Y.

#### Corn Exchange Members.

Buffalo Grain Co., recvrs., fwrds., consignments.  
Burns Grain Co., grain commission.\*  
Churchill Gr. & Seed Co., recvrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elvtr. Co., consignments.\*  
Globe Elevator Co., grain & grain prdts.\*  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly com'n.\*  
Irwin, Dudley M., barley.\*  
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#### Board of Trade Members.

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Gerstenberg & Co., grain, seeds.\*  
Harris, Winthrop & Co., W. K. Mitchell, Mgr.\*  
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Holt & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Logan & Bryan, options, cash grain.\*  
Lovitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rogers Grain Co., commission merchants.  
Rosenbaum Bros., receivers, shippers.\*  
Rothschild Co., D., barley and malt.  
Rothschild Co., The Moses, general grain com'n.\*  
Rumsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Wagner Co., E. W., receivers and shippers.\*  
Ware & Leland, grain and seeds.\*

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Gowling & Fleming, grain and hay comsn.\*

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#### Grain and Hay Exchange Members.

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Cleveland Grain Co., The, receivers and shippers.\*  
Gates Elvtr. Co., The, recvrs. & shprs.\*  
Lake Shore Elvtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elvtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., grain, seeds, hay, straw.\*  
Union Elevator Co., The, grain and hay.\*

### COLUMBUS, O.

Myers & Baughman, grain and hay.

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Duncan & Co., L. E., grain brokers.

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Best & Co., J. D., buy and sell all grains.\*  
Crescent Mill & Elvtr. Co., The, wheat, corn, oats.\*  
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Farmers Grain Co., receivers, shippers.\*  
Hungarian Mill & Elvtr. Co., receivers.  
O'Donnell Grain Co., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.

### DES MOINES, IOWA.

Marshall Hall Grain Co., grain com.\*

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#### Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
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Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*  
Swift Grain Co., receivers & shippers.\*

### DULUTH, MINN.

#### Board of Trade Members.

United Grain Co., grain commission.

### ENID, OKLA.

White Grain Co., The, receivers and shippers.

### FORT WORTH, TEX.

#### Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FOWLER, IND.

Hartley, A. E., cash grain & brokerage.

### FRANKFORD, IND.

Frank & Co., William, grain brokers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

#### Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.  
Hayes Grain Co., John, receivers & shippers.  
Kemper Grain Co., receivers & shippers.  
Liberal Elvtr. Co., receivers and shippers.  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.\*

### INDIANAPOLIS, IND.

#### Board of Trade Members.

Belt Elvtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Heinmiller Grain Co., receivers and shippers.  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Kovitz & Co., E., grain commission.\*  
Minor, B. E., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Mutual Grain Co., grain commission.\*  
Rich Grain Co., grain commission.  
Shotwell & Co., C. A., commission, bkg.  
Star Elevator Co., grain merchants.\*  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

### KANSAS CITY, MO.

#### Board of Trade Members.

Addison-Benton Grain Co., consignments.  
Aylsworth Grain Co., receivers, shippers.\*  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Dilts, Jr., & Co., Wm. G., grain merchants.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.  
Fox-Miller Grain Co., receivers and shippers.  
Glover, John I., grain merchant.\*  
Goffe & Carkner, recvrs. and shprs. of grain.\*  
Hargis Grain Co., B. F., mig. wheat, futures.  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elvtr. Co., grain and feed.\*  
Logan Bros. Grain Co., grain merchants.\*  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., consignments.\*  
Murphy Grain Co., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, mlo.\*  
Roehen Grain Co., E. E., grain, flour, millfeed.\*  
Scoular-Bishop Grain Co., consignments.\*  
Simonds-Shields Grain Co., recvrs. & exporters.\*  
Terminal Elevators, receivers, shippers.\*  
Twisdale-Wright Grain Co., consignments-futures.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.\*

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#### Board of Trade Members.

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Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.

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Mason & Son, Lewis E., grain, hay, feed.  
Moon-Taylor Co., grain and hay brokers.\*

### MANSFIELD, OHIO.

#### Goemann Grain Co., grain buyers.\*

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Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

#### Chamber of Commerce Members.

Bell Co., W. M., receivers & shippers.\*  
Buerger Com. Co., grain & seed receivers.  
Donahue Stratton Co., grain merchants.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rankin, M. G., & Co., grain and feed.  
Rialto Elvtr. Co., grain receivers & shippers.\*  
Stacks & Kellogg, grain merchants.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

#### Chamber of Commerce Members.

Benson, Stabek Co., grain com.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dairymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Quinn Shepherdson Co., grain commission.\*  
Randall, Gee & Mitchell, grain com.  
Stair, Christensen & Timmerman, gr. commission.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Wernli-Anderson Co., grain commission.  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my spec'ity.\*

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### NEW CASTLE, PA.

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# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Drennan Grain Co., R. H., consignments.  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Marshall Grain Co., grain merchants.\*  
Oklahoma Export Co., mlg. wheat wanted.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
Perkins Grain Co., W. L., we buy & sell.\*  
Rutledge Grain Co., com. merchants.

## OMAHA, NEBR.

Grain Exchange Members.  
Adams-Whyte Grain Co., consignments.  
Beall Com'n Co., receivers & shippers.  
Blanchard-Niswonger Co., recvrs. & shprs.\*  
Crowell Elevator Co., receivers, shippers.\*  
Dawson Grain Co., grain commission.  
Holmquist Elevator Co., receivers and shippers.\*  
Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.  
Merriam Commission Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., Geo. A., grain merchants.  
Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Uppike Grain Co., consignments.\*

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Cole Grain Co., Geo. W., grain com. mchts.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.  
McFadden & Co., G. C., consignments.  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Smith-Hamilton Grain Co., brokerage.  
Tyng, Hall & Co., grain commission.\*

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Dunwoody Co., E. L., flour, grain, feed.\*  
Graff & Son, L. G., receivers and exporters.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*  
Stover, I. S., grain and flour.

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Geldel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay and millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Smith & Co., J. W., grain, hay.\*  
Stewart, D. G., grain, hay, feed.  
Walton Co., Samuel, grain and hay.\*

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## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

## RICHMOND, VA.

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Beveridge & Co., S. T., grain, hay, feeds, seeds.

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Williamson Grain Co., grain com'son.

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Carter Grain Co., G. W., consignments.\*  
Gordon Comm. Co., T. P., grain dir. and broker.\*  
Marshall Hall Grain Co., consignments solicited.\*  
St. Joseph Public Elvtr. Co., public storage.

## ST. LOUIS, MO.

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Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Marshall Hall Grain Co., grain com.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Parrott-Day Co., wheat, corn, oats, seeds.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

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De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.  
Morehouse & Co., W. H., grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Young Grain Co., consignments, futures.  
Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Cardwell Grain Co., M. W., corn & oats specialist.

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Board of Trade Members.  
A. N. T. Grain Co., receivers & shippers.  
Bossemeyer Bros., grain merchants.\*  
Brooks-Bedell Grain Co., grain merchants.  
Bruce Bros., Grain Co., consignments.  
Kansas Flour Mills Co., The, exptrs., consign'ts.\*  
Kansas Milling Co., The, millers and grain dealers.  
Marshall Hall Grain Co., exporters.\*  
Norris Grain Co., The Exporters.\*  
Strong Trading Co., grain and coal.\*

## WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.\*

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

\*Members Grain Dealers National Association.

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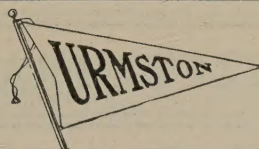
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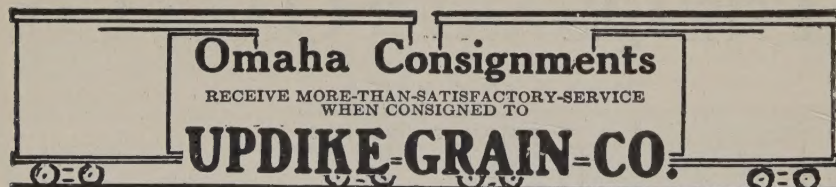
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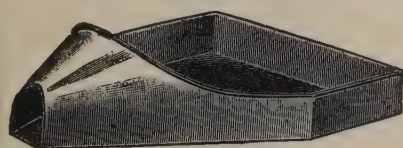
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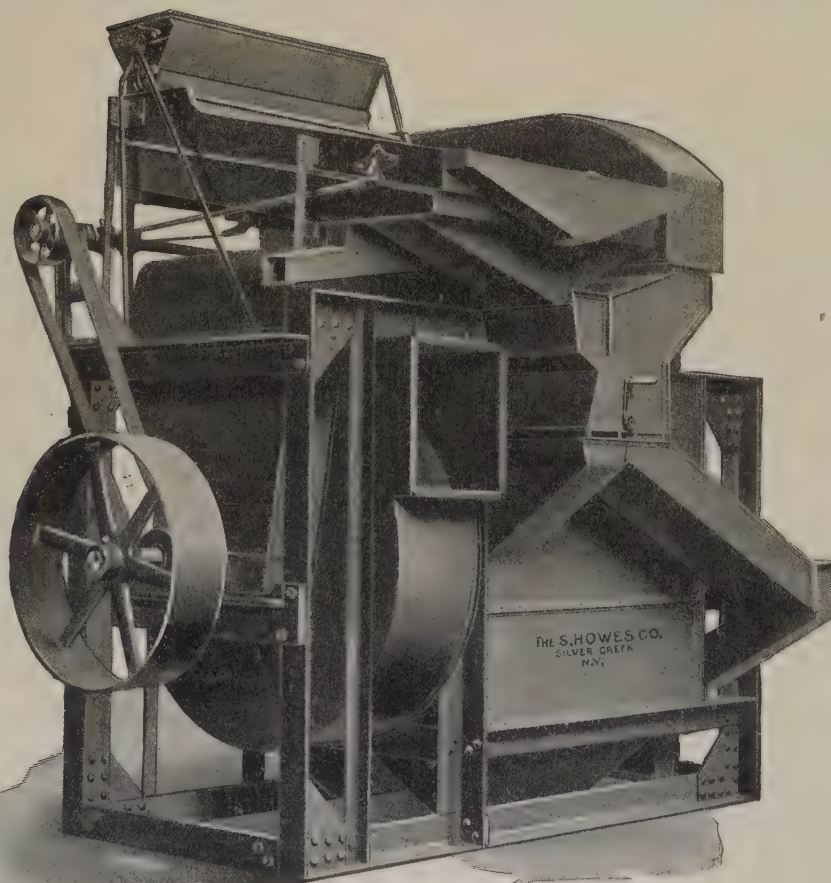
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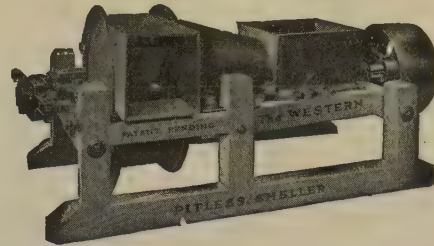
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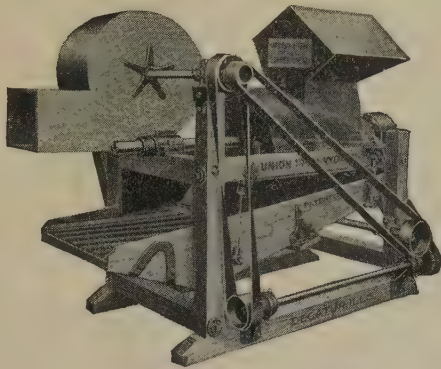
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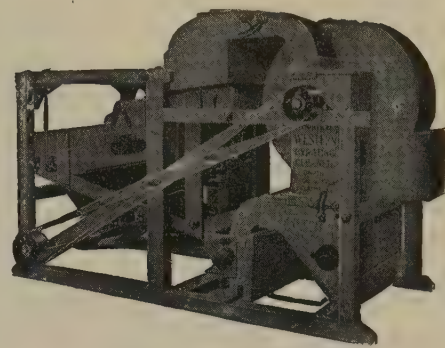


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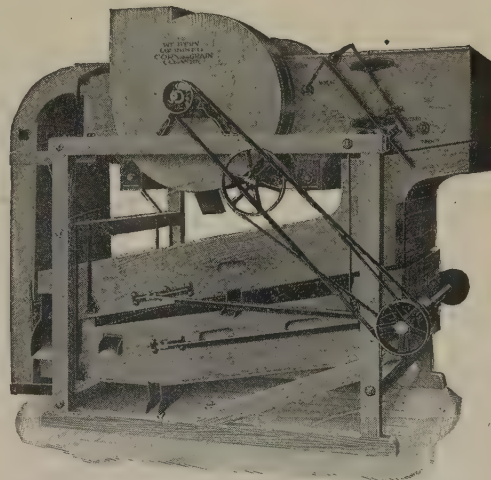
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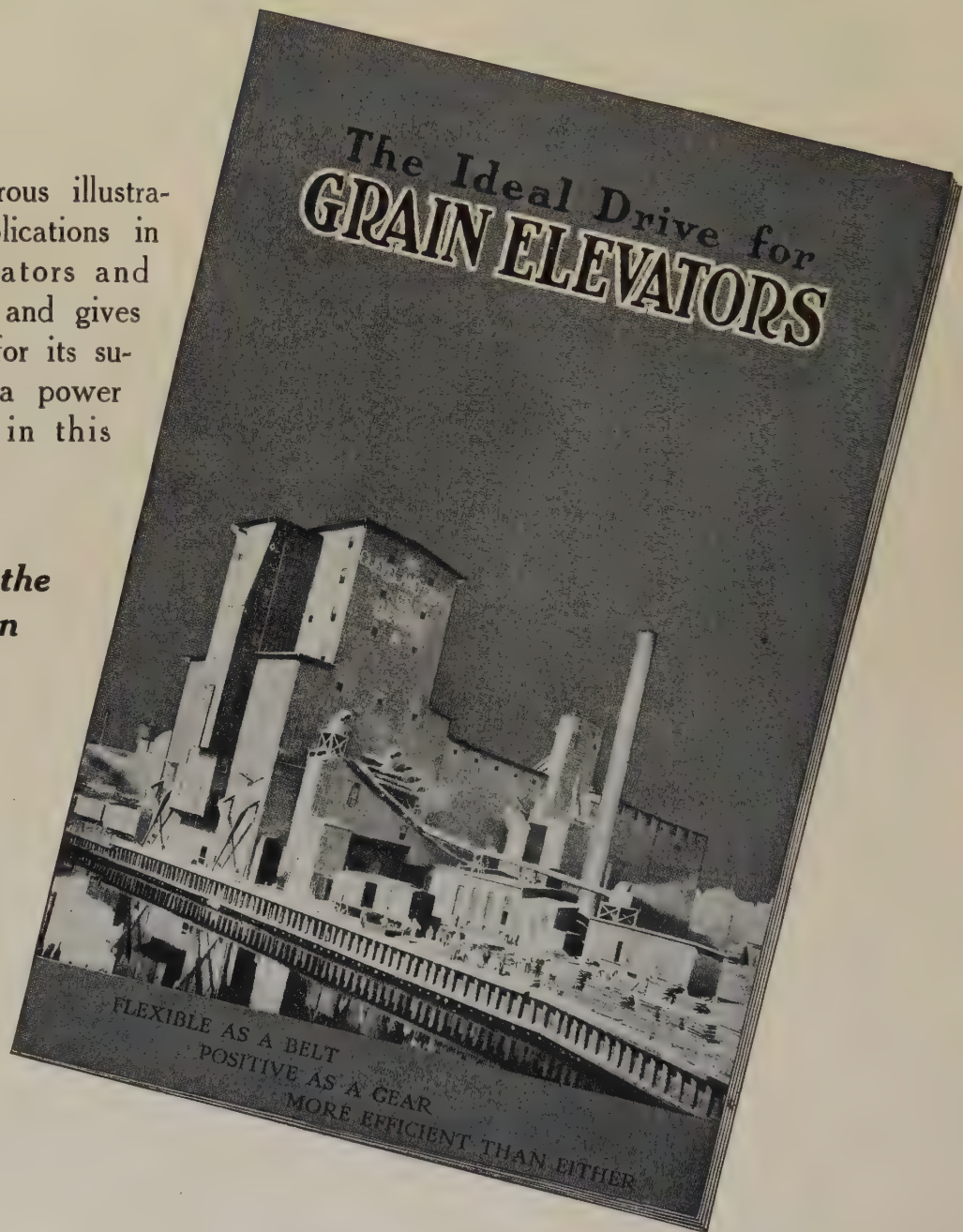
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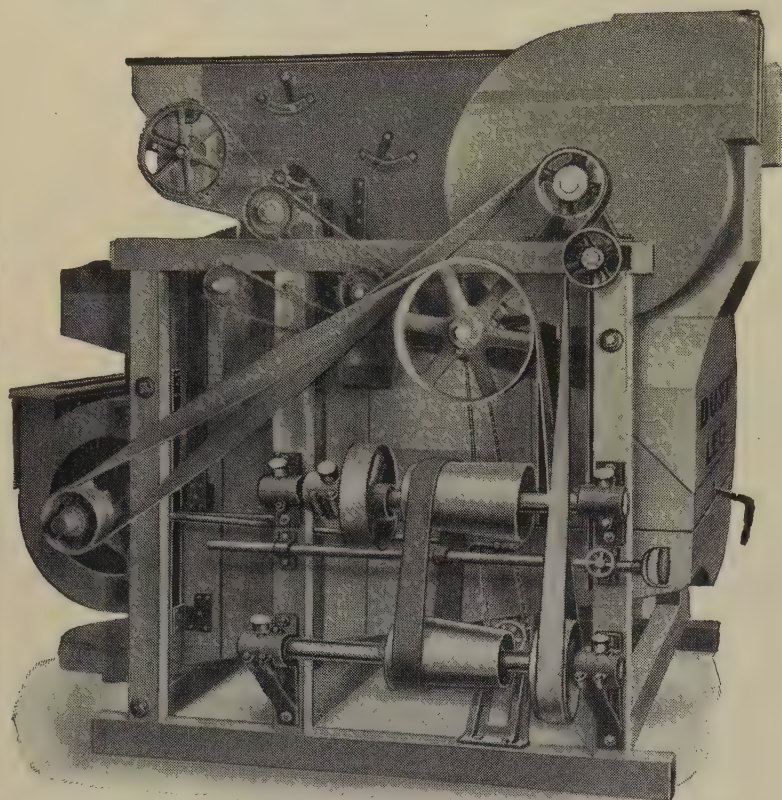
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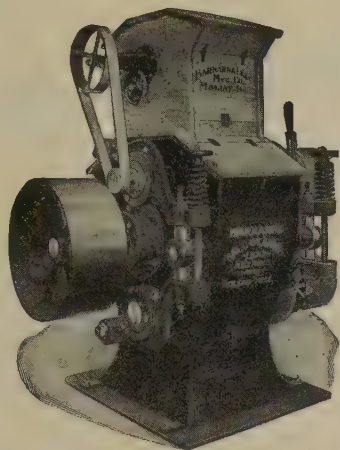
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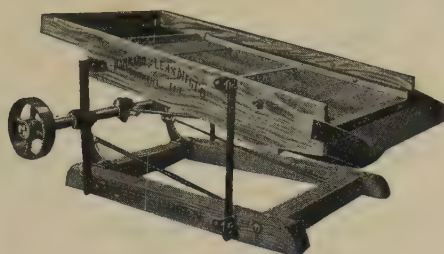
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Barley Rolls

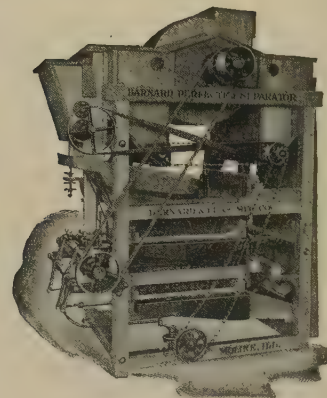
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Grain and Feed Screens



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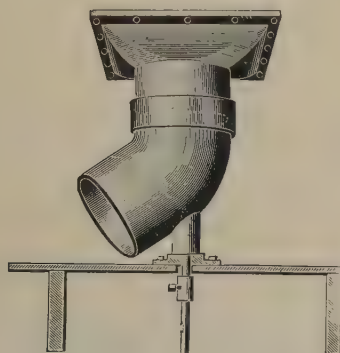


Grain Cleaners

Oat Clippers

Grain Shovels

Car Pullers



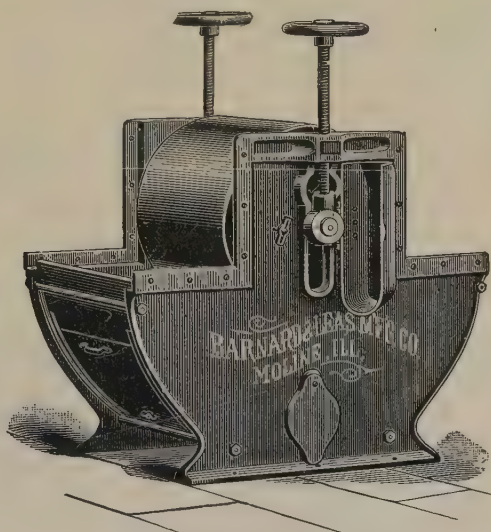
Friction Clutches

Rope Drives

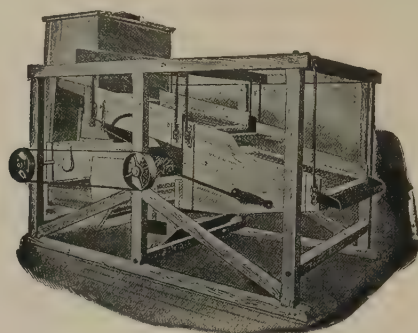
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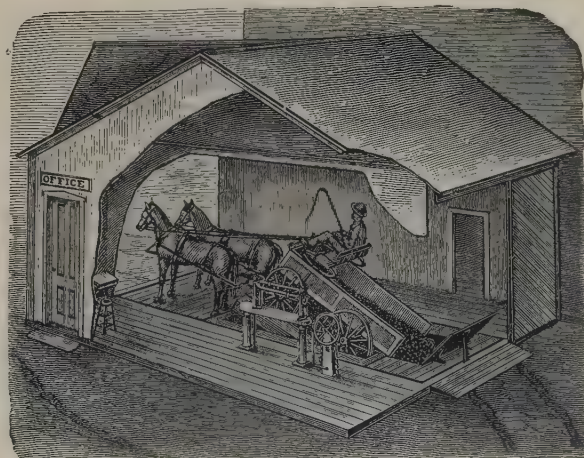
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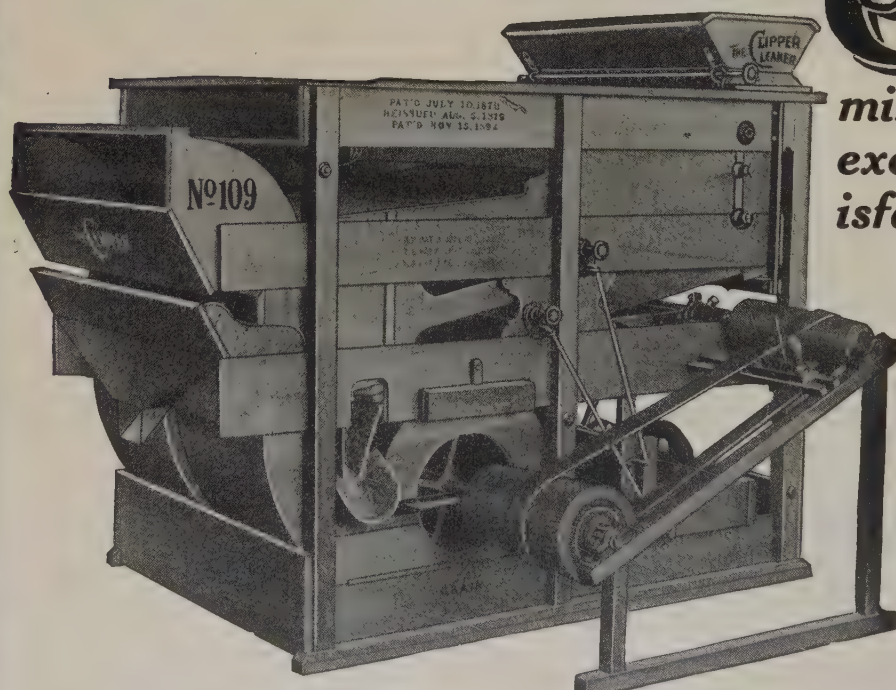
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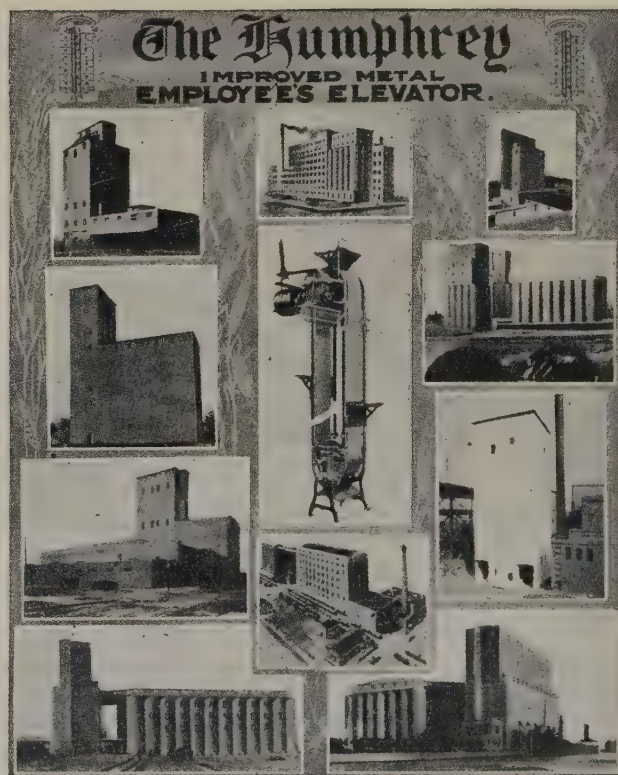
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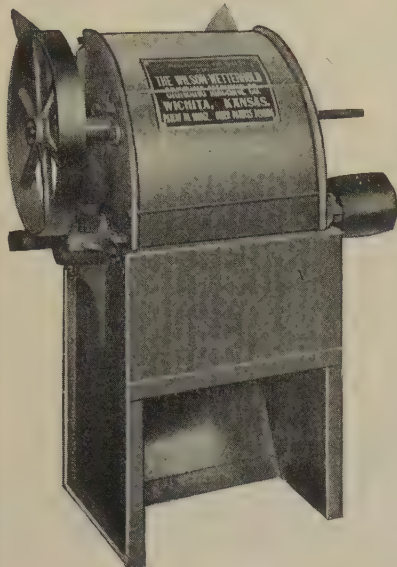
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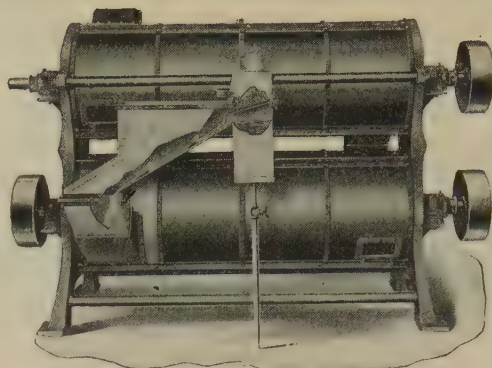
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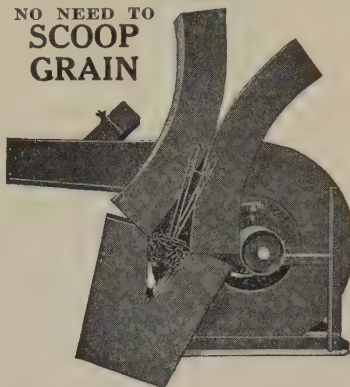
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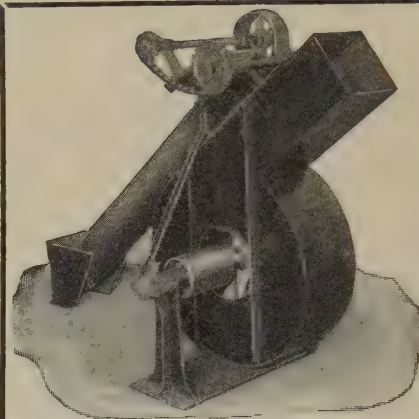
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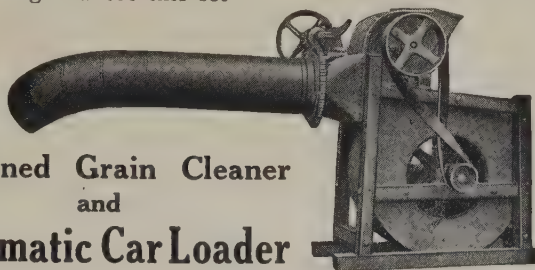
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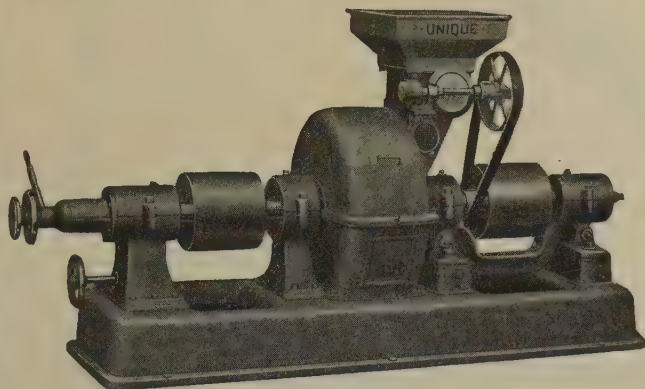


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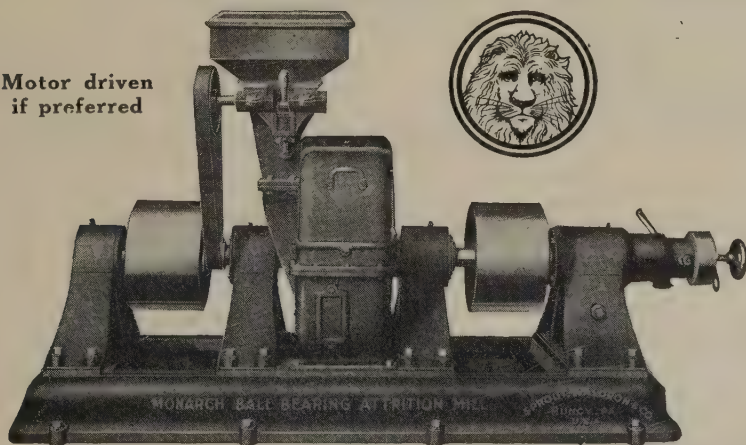
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With the installation of this combination of mechanical and economical efficiency, you are guaranteed a saving of from 25 to 50% in power and 95% in lubricant; clean floors, cool bearing and an always uniform, high grade product with a minimum amount of attention.

The Monarch is the Original Ball Bearing Attrition Mill, a satisfactory, test proven and guaranteed feed grinder; non-trammable and non-expensive in maintenance, imitated but never approached in efficiency or construction; with six years of success behind it and many more to come.

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Milling Engineers

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## BOWSER FEED MILLS

GROW  
HEALTHY  
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\* Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

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The N. P. BOWSER CO.  
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There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

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Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

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Handling ear corn or small grain with a Hart elevator is easy. It elevates 1000 to 2500 bushels per hour and can be used for filling cribs or granaries and for loading cars. Machines are portable and can be quickly moved from place to place, may be operated with either engine or horse power.

Our Catalog gives all particulars.

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**IDEAL CAR MOVER**

A customer writes:

"A. E. STALEY MFG. CO.  
Corn Products  
Decatur, Ill., March 30, 1917.  
McCarter & Evans,  
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Gentlemen: With reference to the three car movers you furnished us, would say that these implements have proved highly satisfactory. We have been able to move two loaded cars of coal freely on an up grade in icy weather. We believe your invention markets the only important improvement along this line that has ever been made. It is a radical improvement. Yours truly,  
A. E. STALEY MFG. CO.,  
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The lever is at an angle of 25 degrees which enables one to separate coupled cars easily. It is a successful "ONE MAN" CAR MOVER.

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Spotting  
Charges**

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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

**NEW BADGER**

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of the  
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**Order Fall  
Fertilizers  
Now**

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U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



Style No. 5055 Corn  
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

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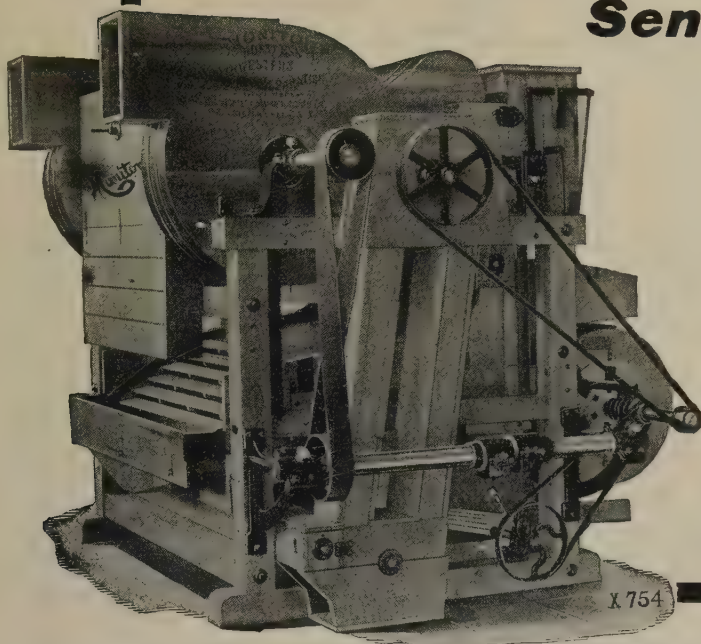
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## Sensationally Successful Separations



Enthusiastically endorsed as a wonderful success by every user—and practically every user of this new type of "Monitor-Northwestern" has at some time or other tried various machines for the removal of oats from wheat—and failed. Simply, regularly and economically this altogether-different, this wonderfully better "Monitor-Northwestern" gives the kind of oats from wheat separations that are necessary in point of capacity, efficiency, dependability, durability and economy—we repeat, **that are necessary.** See list of users, our new literature, our claims and guarantees and you will at once appreciate there is something different and better in oats from wheat Separators—the "Monitor-Northwestern."

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requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

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guarantee a perfect test according to the new federal rules. Not one kernel of oats left in the wheat. Over 7,000 elevators, flour mills, grain inspection departments and the U. S. Grain Standardization Department are users of the Emerson tester.



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The plies cannot pull apart, because of the scientific method of double stitching which is used. The body or core is stitched separately, making a complete belt in itself. The casing is then put on and the belt is restitched through and through.

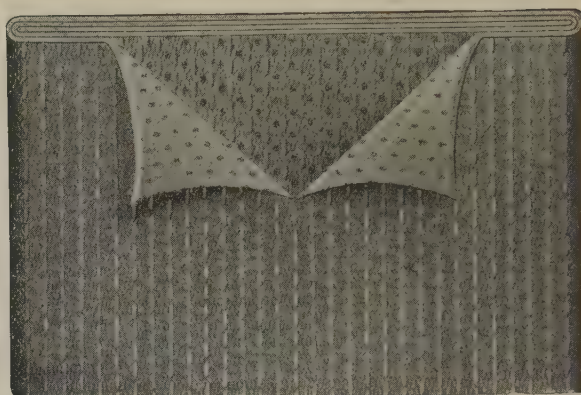
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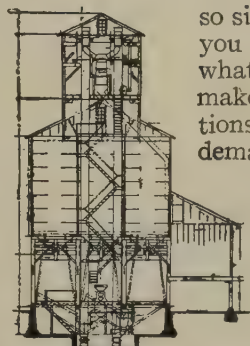
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We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.  
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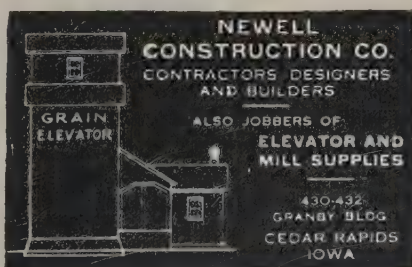
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**Burrell Built Elevators**  
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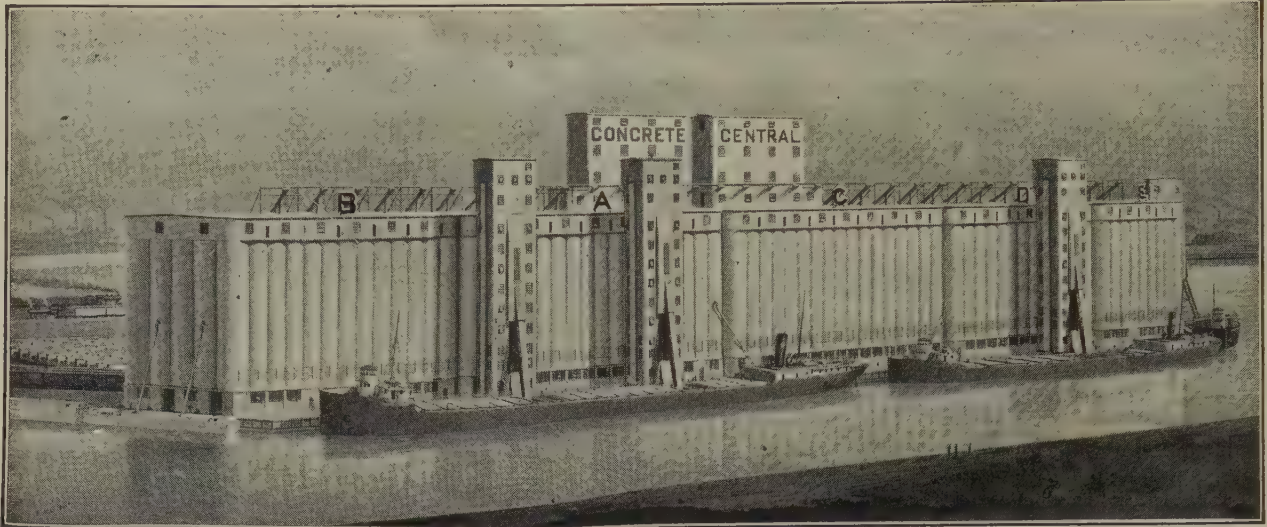
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**Our New Booklet  
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Write for Catalog C-2.

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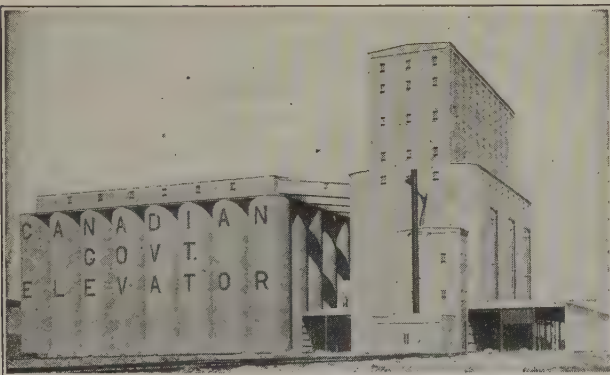
## CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
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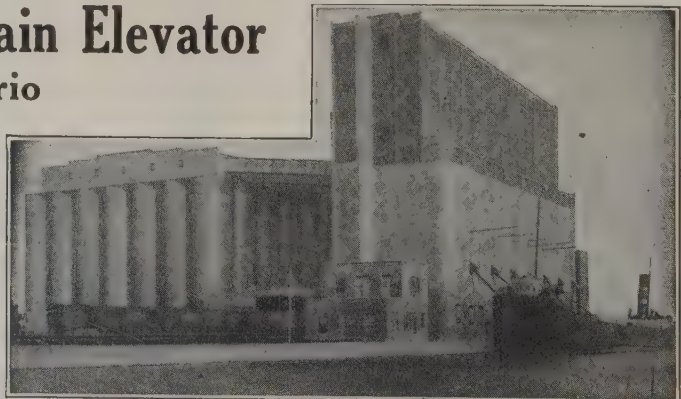
Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta

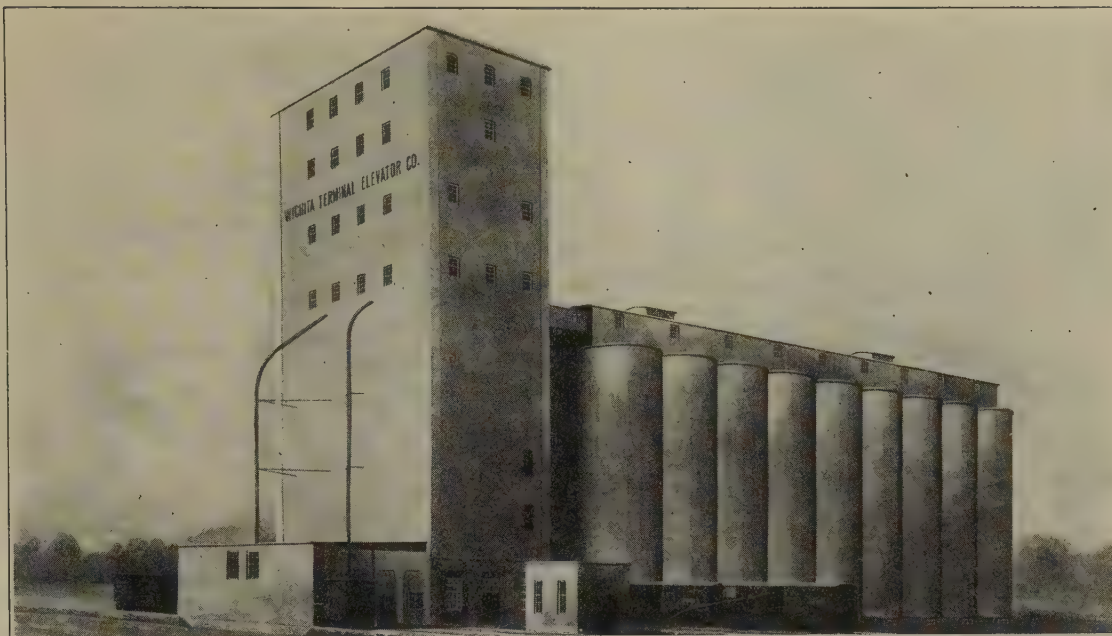
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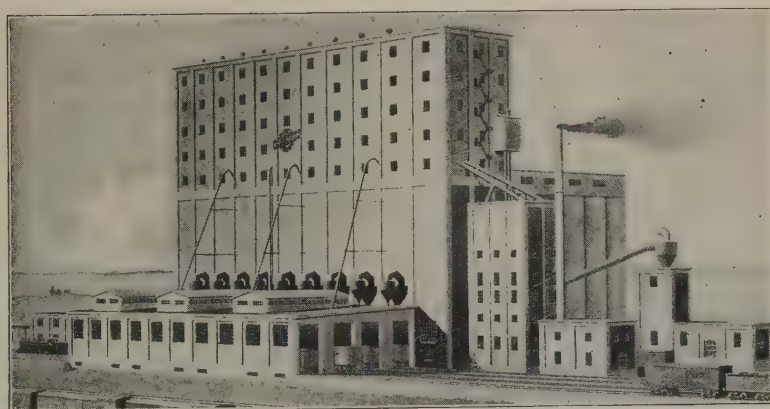
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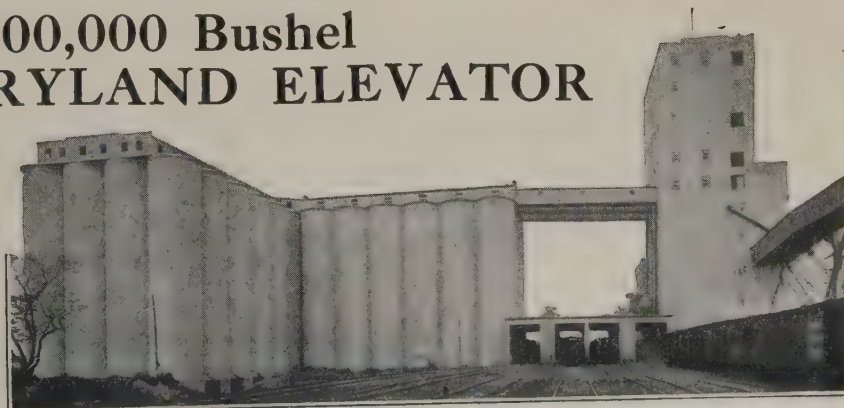
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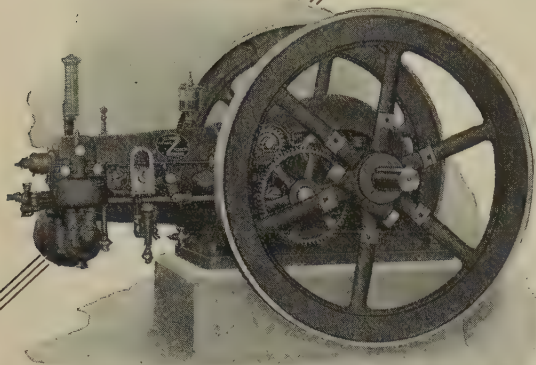
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Operate Successfully on

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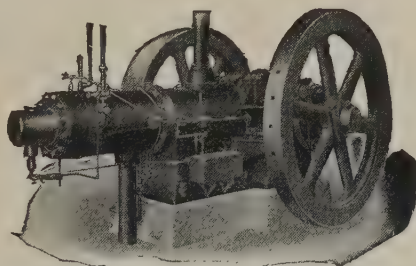
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Every man who has investigated the workings, construction, principle, design and operation of a

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has profited by it.

That is one reason why hundreds of users will testify that the Money-Making Muncie is the cheapest and best power known.

No batteries or magneto, no breakdowns, few working parts, operates on any liquid fuel and renders utmost power for fuel consumed.

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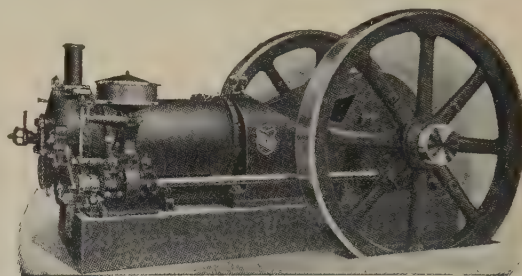
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or anything used in a grain elevator.

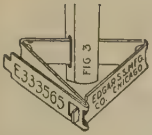
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Grain Dealers Journal, 305 So. La Salle St., Chicago



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USED EVERYWHERE

WHY!



Efficiency is one of the greatest necessities today. There will be a vast amount of grain handled during the coming Seasons especially, on account of the War Situation. Therefore speed and accuracy are very much in need. You cannot wait to repair your dump between loads, you must have the equipment that will handle your dump without jarring and bumping, and without frightening the horses.

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Is what I'm telling you.  
You see I'm good as good can be,  
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When the wagons drive upon the  
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I don't allow that jerk and bump,  
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And gently let the ol' cat die,"  
And down she sinks with ease so  
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That if it were a dream complete,  
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The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at . . . station, on . . . date; billed shipper's order, notify . . . draft for \$ . . . made thru . . . bank of . . . to apply on sale of . . . bushels made . . .

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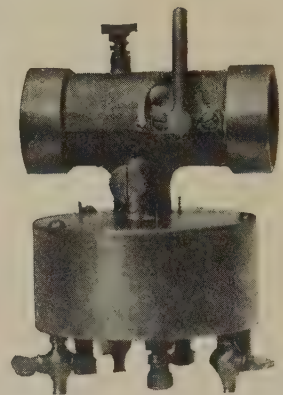
Jackson, Michigan

## This Equipment

Makes a KEROSENE ENGINE  
out of any make or type of engine,  
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## THE FORESTER Automatic Drain Circulating PUMP

will take care of the water in your Engine. No bursting of cylinders or accumulating of lime in the water jacket.

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our engineers will solve the  
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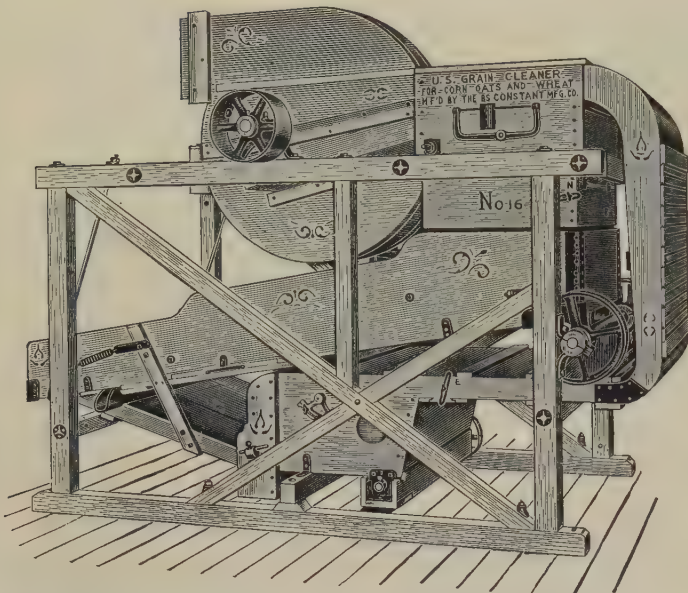
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**Most Serviceable and  
Most Economical Paint**

they have ever used.

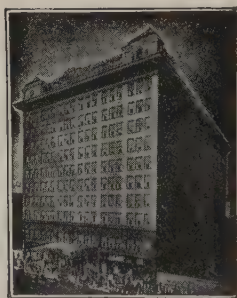
Expert opinion and service records of this kind should persuade you to be a user of **DIXON'S SILICA-GRAPHITE PAINT.**

Booklet No. 15 B will interest you.

Made in Jersey City, N. J., by

**JOSEPH DIXON CRUCIBLE COMPANY**  
ESTABLISHED 1827

Read the Advertising pages.  
They contain many stories of interest.  
The *Grain Dealers Journal* presents only reputable concerns.



### **HOTEL DYCKMAN**

6th Street Near Nicollet

**MINNEAPOLIS NEWEST HOTEL**

325 Rooms, Every Room with private bath  
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money  
than any hotel in the Twin Cities

Headquarters for the Grain Trade

J. H. TREMAINE, President and Manager

## IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

**GRAIN DEALERS JOURNAL**

LA SALLE ST., CHICAGO.

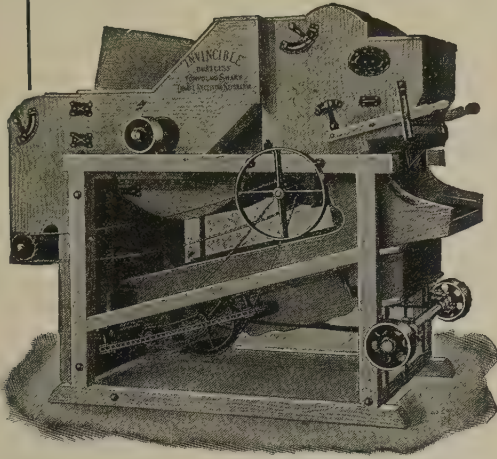
## DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

**GRAIN DEALERS JOURNAL,** LA SALLE STREET  
CHICAGO, ILLINOIS



# —THE WIDE SHOE which we use on



## THE INVINCIBLE Compound-Shake Dustless Double Receiving Separator

Gives greater capacity. Our booklet describes it fully.

**INVINCIBLE GRAIN CLEANER COMPANY**  
Dept. 4 SILVER CREEK, N. Y.

### REPRESENTATIVES

Chicago, Ill., 1041 Webster Bldg.....A. H. Kay  
Bristol, Tenn., 111 East 5th St.....H. C. Purvine  
Indianapolis, Ind., Board of Trade.....C. L. Hogle  
Kansas City, Mo., 211 Postal Bldg....F. J. Murphy  
Minneapolis, Minn., and Winnipeg, Man.....  
.....Strong-Scott Mfg. Co.  
Philadelphia, Pa., 25 S. 61st St.....C. Wilkinson  
Toledo, Ohio, Jefferson House.....Bert Eesley  
San Francisco, Cal., 17th and Mississippi.....  
.....W. King, Pacific Coast Representative

**ABILENE  
ELEVATOR CO.**  
Abilene, Texas  
Are Placing It



**Federal Wheat Grades  
Are Effective Aug. 1**  
for Spring Wheat and  
July 1 for all other  
Wheats.

You will need a  
**Flint-Brown-Duvel  
Moisture Tester**

Made in Four Sizes.  
One, two, four and six  
compartments.  
Selling at \$22.00, \$35.00,  
\$50.00 and \$65.00 each,  
respectively.  
Above prices include  
Accurate Scale Certified  
Thermometers and nec-  
essary supplies.  
Act now — the demand  
will be heavy.

Write for Catalogue

**De Roo & Son, Inc. - Flint, Mich.**

## HALL SPECIAL (ELEVATOR LEGS)

Installed and CAPACITY guaranteed under test in your Elevator.  
Send for proposition.



## HALL SIGNALING DISTRIBUTOR

### MULTIPLICITY OF MERITS

Utilizes full capacity of all bins. Automatically locks,  
ACCURATELY. Automatically signals "Bin Full." Ob-  
viates necessity of climbing to cupola.

Obviates necessity of "Man Lift." Obviates back legging.  
Obviates chokes in back leg. Prevents mixing grain. Elim-  
inates repairs.

It works all these wonders with only two moving parts,  
viz., revolving spout and latch, the simple movements of a  
kitchen door. Endurance exceeds that of the elevator.

In use in every state, probably in nearly every county, in  
the United States.

Inquire of any user in your vicinity.

Send for Catalogue "B-2."

**HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.**

# KENNEDY CAR LINERS

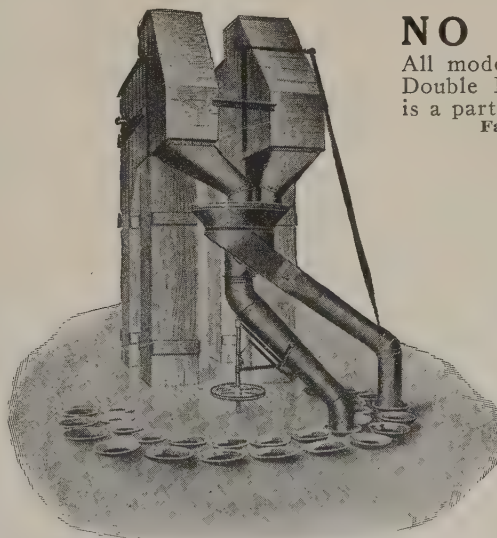
**Prevent Leakages  
Avoid Claims  
Saves Money**

**Used by Thousands of  
Progressive Shippers**

MADE BY

**THE KENNEDY CAR  
LINER & BAG CO.**

SHELBYVILLE, INDIANA



## NO EXPERIMENT

All modern elevators use the Ibberson  
Double Distributing Spout. Following  
is a partial list of users:

Farmers Elevator Co.,	Sherwood, N. D.
" "	Ransom, N. D.
" "	Karnack, N. D.
" "	Falsen, N. D.
" "	Argyle, Minn.
" "	Juanita, N. D.
" "	Blanford, N. D.
" "	Tracy, Minn.
" "	Niobe, N. D.
" "	Emerado, N. D.
" "	Wyndmere, N. D.
" "	Calvin, N. D.
" "	Grafton, N. D.
" "	Hatton, N. D.
" "	Heaton, N. D.
" "	Zell, S. D.

And many more. This spout  
is worth your attention. For  
particulars, write

**JAMES J. GERBER**

Minneapolis, Minn.

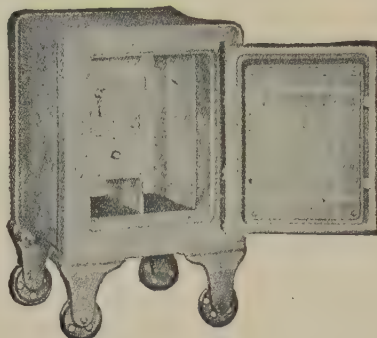
When writing advertisers mention the Grain Dealers Journal of Chicago which works to  
improve your trade conditions. By so doing you help it and your own business.



# Don't Take Any Chances

Of Losing Your  
Valuable Books  
and Records  
by Fire

*Your Elevator May  
Be the Next*



Buy a  
*Fire Proof  
Safe*

Send for Our  
SPECIAL SAFE  
CATALOG

## Now is the time to buy your ELEVATOR REPAIRS

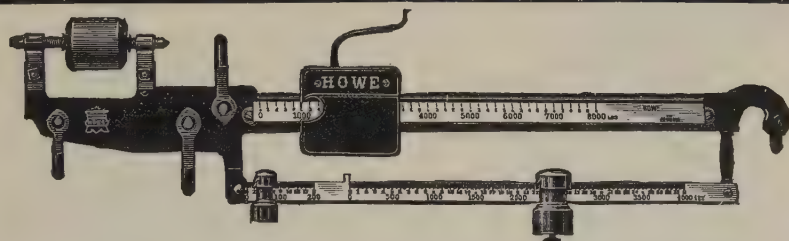
Don't wait until you have a break down. Be prepared--it means money to you

We specialize on all kinds of Elevator Supplies, such as Buckets, Leg Belting, Canvas Belting, Wood and Steel Split Pulleys, Shafting, Grain Spouting, Flexible Loading Spouts.

**American Transmission Rope**

**AMERICAN SUPPLY & MACHINERY CO.**

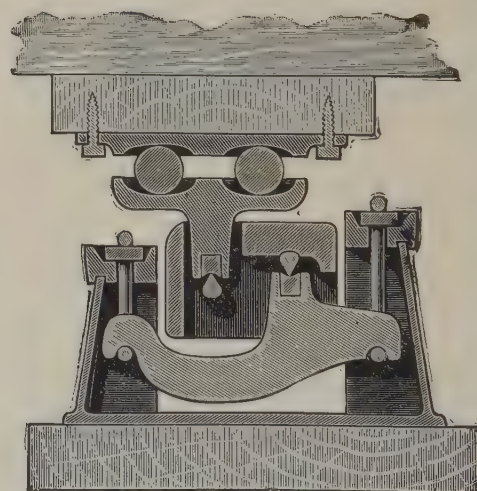
1102 Farnam Street, OMAHA, NEB.



# "HOWE"

## HOWE on a Scale

Means heavy construction,  
correct weight, long  
life, satisfied customers,  
a careful business.



**NEBRASKA SCALE & SUPPLY CO.**

1104 Farnam Street, : : : Omaha, Neb.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE

**FOR SALE**—Transfer elevator, warehouse and feed mill in Western York state. Address Box 752, Buffalo, N. Y.

**NORTH DAKOTA** elvtr., 50,000 bus. capacity, mill 125-bbl. cap. \$42,000; terms: inventory our office. Hale, 452 Monadnock Bldg., Chicago.

**FOR SALE**—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

**FOR SALE**—Two Ohio elevators on Erie and Big Four R. R. Elevators doing a good business; good reasons for selling. Address Rain, Box 11, Grain Dealers Journal, Chicago, Ill.

**MINNESOTA**—Elevator fully equipped, gas power, dump scale, coal sheds; in good condition; close to Rochester, Minn., doing fine business. Address Box 79, Grand Meadow, Minn.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**FOR SALE**—A 60,000 bus. electric elevator in the best county in Indiana for wheat and corn, with a good business and a fine flour trade. Can give immediate possession. Address Rose, Box 11, Grain Dealers Journal, Chicago, Ill.

**MICHIGAN**—Grain and bean elevator, fully equipped and in good condition with coal sheds connected. Located in central part of Michigan on Grand Trunk. Will sell at a sacrifice. Address Grand, Box 11, Grain Dealers Journal, Chicago, Ill.

**OKLAHOMA**—Grain elevator for sale; size, length 24 ft., width 16 ft., height 20 ft. Has 12,000 lbs. capacity Hopper scales, 12 horse International gasoline engine with grain cleaner and clipper; wagon scales 12,000 lbs. capacity. J. M. Haigler, Carlton, Okla.

**NORTH DAKOTA**—40,000 bushel capacity elevator for sale in Jud, N. D., in good condition; crop is looking good; elevator is located on the N. P. R. R. Reason for selling, owner has other business interests. For full particulars, address Road, Box 1, Grain Dealers Journal, Chicago, Ill.

**EASTERN MICHIGAN**—25,000 bushel capacity house in good wheat, oat and bean country, doing a large business. Reason for offering, ill health. Good coal and feed business in connection, located on Grand Trunk main line thirty miles west of Port Huron. Price upon application. Only those meaning business need answer this advertisement. Address C. R. Taylor, Capac, Mich.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

## ELEVATORS FOR SALE.

**FOR SALE**—\$5,000, or rent at \$40 per mo., elevator in N. E. Ill., at good grain point. C. J. Meyer, Ogama, Ark.

**KANSAS** elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

**INDIANA** grain elvtr., 35,000 bu. cap., established paying proposition; about \$10,000 cash required. Hale, 452 Monadnock Bldg., Chicago.

**BIGGEST OPPORTUNITY** in Southwestern Minnesota—Elevator with coal, flour and feed, for sale. For price address Ed, Box 11, Grain Dealers Journal, Chicago.

**FOR SALE CHEAP** to close an estate. A grain elevator with large steel tank in connection. Located in good farming country. Must be sold at once. Edward C. Farmer, St. James, Minn.

**FOR SALE**—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dersheimer, Dryden, N. Y.

**TWIN ELEVATORS** for sale; no competition here, located in Western Ohio. \$200,000 to \$300,000 business annually. Address Twin, Box 1, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN INDIANA**—Good elevator, feed and coal business for sale. Private switch; plenty of sheds and large warehouse; all in good repair. Address Feed, Box 10, Grain Dealers Journal, Chicago.

## MILLS FOR SALE

**FOR SALE**—65-bbl. mill, water power, Great Western system; located in South Central Kansas; good business, plenty wheat. Owners are not millers, besides have too much other business to look after. Bargain price for quick sale \$3,850.00. Address Murdock Mills, Murdock, Kans.

## MILL PROPERTY FOR SALE.

A 35 hp. water power mill in the city of Phillipsburg, New Jersey, 6,500 population; five railroads. Will sell as a whole or take a practical miller with \$5,000, as partner to run it; \$15,000 cash now subscribed to start the business. Apply to David L. Emanuel, Karlton Hotel, Easton, Pa.

## FOR SALE.

150-barrel flour mill with elevator attached, railway trackage; A-1 running condition, now operated under lease expiring August 1st. Ellis machinery thruout. No better location. Elevator ships over one hundred thousand bushels grain annually. Will sell if taken quick at fifty per cent of actual cost to build; any reasonable terms or trade for land not encumbered. McGray & Kjelstrup, Underwood, N. D.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

## ELEVATORS WANTED.

**WANTED**—Good elevator and business in Central Indiana. Address Cash, Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED** to buy, an elevator in Central or Eastern Iowa, doing a good business; state full particulars and price in first letter. Address Table, Box 12, Grain Dealers Journal, Chicago, Ill.

**WANTED** to lease a good elevator in good territory. Oregon or Idaho preferred, Montana or N. Dak. If business suits, will buy first year. E. H. Hanson, McMinnville, Oregon.

**TO TRADE**—Quarter section good Prairie land in best wheat growing section in Western Manitoba, no encumbrance, for grain elevator property in Southwest Minnesota, Northwest Iowa or Eastern South Dakota. Address Hand, Box 11, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## HALE & COMPANY.

Business Brokers—Investments. 452 Monadnock Bldg., Chgo., Harrison 5060. Any legitimate business, elevator, stock or property sold or exchanged on commission; 14 years' experience; large staff trained, competent salesmen. QUICK RESULTS. STRICTEST CONFIDENCE. References "former clients."

## BUSINESS OPPORTUNITIES.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

**FOR SALE**—Owing to the death of owner, the property of the Rushford Flour and Feed mills must be disposed of at once; stone mill, plansifter system, waterpower, capacity 100 bbls.; good tributary farming country. Address Estella V. Sprague, administratrix, Rushford, Minn.

**THIS IS YOUR** opportunity to obtain a grain elevator, feed mill, coal elevator and hay shed, located on Lehigh Valley Railroad. Good retail trade and good shipping business. Part cash, balance on mortgage. Reason for selling, have other interests. Address Albright Bros., Newfield, New York.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods; cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.



## SITUATIONS WANTED

**MAN** with large acquaintance among Iowa grain dealers would consider position as solicitor. Address SMP, Box 1, Grain Dealers Journal, Chicago, Ill.

**MAN** with 15 years experience in buying and handling grain, beans, seeds and hay wants position with some good firm. Address Firm, Box 1, Grain Dealers Journal, Chicago, Ill.

**MAN WITH** 20 years experience in elevator, 5 years as manager, desires position in good grain belt of Ohio. (Now employed.) Address Wool, Box 10, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as manager of farmers' elevator; have had 12 years experience; 36 yrs. old, married. Can furnish references. Address Way, Box 12 Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as engineer or elevator foreman by young man. Five and one half years experience; good mechanic; sober and steady. Reference from former employer. Address Box 123, Dixon, Iowa.

**WANTED**—Position as mgr. of grain elevator; 15 years experience, can keep books; also had experience handling lumber and coal. Good references. Address Grain, Box 1, Grain Dealers Journal, Chgo.

**GRAIN MAN** who has had 10 yrs. steady experience with one house desires position as mgr.; can also take care of books. Middle-aged, married. A-1 ref. Address Oat, Box 1, Grain Dealers Journal, Chgo.

**POSITION WANTED** as mgr. of elvtr. or agt. in a good grain region. Experienced all lines and companies in several states. A-1 judge of stuff; a hustler. Temperate, level-headed, middle-aged. Past employers my references. Write, prompt reply given, Bin, Box 1, Grain Dealers Journal, Chgo.

**EXPERIENCED** elevator man, married, 33 years old, reliable and good hustler, can take full charge both ends of business and make pay. Write quick all particulars; can handle big business. Want good town and good pay. Farmers or line house in Northwest states. E. H. Hanson, McMinnville, Oregon.

**POSITION** wanted in farmers elevator, as manager or auditor, or as manager of elevator and lumber yard combined. Have had 10 years experience in grain buying and 2 years in running of lumber yard; speak and write Norwegian as well as English. A-1 ref. Address Wind, Box 12, Grain Dealers Journal, Chicago.

**POSITION** as manager of Farmers Elevator in town with good schools; have had long experience in the grain business, lumber and sidelines. Competent bookkeeper. American, middle-aged, small family; clean record, good habits and references the best. Address Central Illinois, Box 1, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED**, in the near future as a traveling solicitor. Prefer N. W. but am well acquainted with Farm elvtr. Co.'s in several states. Sober, industrious, in prime of life; managed all kinds of elvtrs. in 4 states for 10 years with A-1 success. All letters promptly answered. Address Main, Box 1, Grain Dealers Journal, Chicago, Ill.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED

**WANTED**—Thoroughly efficient hay man. Only written applications will be considered. Give full details. G. W. Carter Grain Co., St. Joseph, Mo.

**WANTED**—By Michigan firm, live young man with some experience in jobbing hay and potatoes. State age, experience, references and terms in first letter. Addo. Mine, Box 11, Grain Dealers Journal, Chicago.

**HELP WANTED**—Man to run country elevator in Oklahoma who is judge of wheat and corn and able to produce results. Good salary to right man. Answer quick. Address Taxi, Box 1, Grain Dealers Journal, Chicago, Ill.

**WANTED**—A man who has had experience in handling business of country elevator or small country mill. Have good position for right man to take charge of small mill and elevators at three country stations. Address Aunt Jemima Mills Company, St. Joseph, Mo.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

## WANTED.

A man around 40 years of age to take charge of the Grain Department of our business at our elevator, including buying grain from farmers and selling flour and feed. Married man preferred and one who can invest some money in the company. Steady position; salary to start with \$100.00 per month. Must furnish good references. Address XYZ, Box 1, Grain Dealers Journal, Chicago, Ill.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

THE U. S. ARMY  
NEEDS  
FORAGE MASTERS

## "Do Your Bit"

where you are best qualified.

Men of average clerical ability experienced in the feed business. Required to make issues of forage, supervise storage and keep records of same.

Apply to

OFFICERS RECRUITING  
For the Quartermaster Section  
Enlisted Reserve Corps.

Chicago, Ill. Cincinnati, Ohio  
Cleveland, Ohio Denver, Colo.  
Detroit, Mich. Milwaukee, Wis.  
Omaha, Neb.

## PARTNERS WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**PARTNER WANTED**—Man with capital to handle new wheat crop. \$250,000 business last year. Handle coal, implements, feed and flour in town of 1,500. Address Free, Box 1, Grain Dealers Journal, Chicago, Ill.

**PARTNER WANTED** with \$15,000 working capital, for fine water power milling plant now running; 200-bbl. wheat mill, also 200-bbl. buckwheat and rye mill; live town, 2 railroads; 2 hours to New York City by truck. Box 435, Hamburg, N. J.

## KANSAS PARTNER WANTED.

Will form partnership with party possessing extensive acquaintance among Kansas country dealers, together with thorough knowledge of cash grain merchandising. Three-fourths of capital furnished; gilt edge references required and given. Address Edge, Box 1, Grain Dealers Journal, Chicago, Ill.

## BARTER AND EXCHANGE.

**FOR SALE**—15 hp. and 10 hp. d. c. 220 volt motor, or will trade for a. c. L. Livingston & Co., 4000 S. Halsted St., Chicago.

**DO YOU** want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

**MANY STEAM BOILERS** in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

## SCALES FOR SALE.

**FOR SALE**—One three hundred bushel Fairbanks hopper scale, in good order. For price, write The Conover Grain Co., Conover, Ohio.

**REFITTED** 200 bushel Howe "Ball Bearing" Hopper scale; also office Fireproof safe suitable for mill or elevator office. Howe Scale Co., 407 N. 4th St., St. Louis, Mo.

**SECOND - HAND SCALES** OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

**COLUMBIA SCALE CO.**  
1009 West Ohio Street Chicago, Ill.



## MACHINES WANTED.

**WANTED**—Good second hand nutrition mill. L. Livingston & Co., 4000 S. Halsted St., Chicago.

**WANTED**—Good second hand Clark Power grain shovel and car loader. P. N. Kroeker, El Reno, Okla.

**WANTED**—Second hand midget marvel mill, 12½-bbls. cap.; good condition. Wallace Mills, Wallace, Harrison Co., W. Va.

**WANTED**—Good second hand combination corn sheller and cleaner. Capacity from 200 to 500 bus. per hour; must be in first class condition and cheap for cash. W. E. Gest, Defiance, Ohio.

**WANTED**—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

## MACHINES FOR SALE.

**FOR SALE**—1 Mattoon Pneumatic car loader. 523 Board of Trade, Indianapolis, Ind.

**FOR SALE**—1,500 Bushel Invincible grain cleaner. Address Burrell Eng. & Constr. Co., 327 S. LaSalle St., Chicago.

**FOR SALE**—Two Star traction water well drilling machines, one No. 1 and one No. 1 special. C. Friedly, Dunkirk, Ohio.

## FOR SALE—MACHINERY AT BARGAIN PRICES.

- 1—No. CC "Sonander" Automatic Scale, 3 bu. hopper, cap. 500 bu. per hr.
- 1—No. D "Sonander" Automatic Scale, 4 bu. hopper, cap. 1,000 bu. per hr.
- 2—No. 4 "Monogram" Exhausters.
- 1—9 inch "Caldwell" Trolley Spout.
- 12—8 inch Cast Iron Floor Funnels.
- 2—No. 25 "Niagara" dust collectors.
- 2—No. 26 "Niagara" dust collectors.
- 4—No. 930 "Gauntt" feeders.
- 1—No. 2 Invincible—"Sypher" magnetic Separator.
- 3—No. 5 "Monitor" Cracked corn separators.
- 1—No. 2½ "Invincible" oat clipper.
- 1—9x18 "Case" Two pair high feed mill.
- 2—9x24 "Allis" Three pair high feed mills.
- 1—9x30 "Allis" Three pair high feed mill.
- 2—No. 8 "Bowsher" feed mills.
- 1—No. 1 "Willford" feed mill.
- 1—No. 0 "Willford" feed mill.
- 1,000 ft. 4 inch Steel Conveyor.
- 900 ft. 6 inch Steel Conveyor.

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators.

We ship to responsible parties on 30 days' time.

Write today for our complete bargain list.

Est. 1872. B. F. Gump Co. Inc. 1901.  
431-437 S. Clinton St. Chicago.

## MACHINES FOR SALE.

**FOR SALE**—One No. 3 Invincible double receiving separator. 523 Board of Trade, Indianapolis, Ind.

**FOR SALE**—10 oil engines, 20 grain cleaners, 50 grinders, 100 roller mills, pulleys, hangers. Half price, like new. A. D. Hughes Co., Wayland, Mich.

**FOR SALE**—Howes Dustless Warehouse grain cleaner; cap. 500 bus. per hr.; in good condition. Price \$80 depot. Union Grain & Hay Co., Cincinnati, Ohio.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

**FOR SALE** cheap, several double cleaners for grain or seed; want to close at low price; successfully used by hundreds of grain men. For full particulars, write Johnson & Field Mfg. Co., Racine, Wis.

## BARGAINS. BARGAINS.

Attrition mills, No. 8 Bowsher roller mills, Burr mills, reels, pulleys, friction clutch pulleys, heavy duty belt tighteners, sprocket wheels, boxings, etc. Let us have your wants; we may have it at a bargain as this material is for sale. A. G. Brandt Mfg. Co., Hagerstown, Ind.

## FOR SALE.

One No. 00 Barnard & Leas Little Victor corn cleaner.

One Whitman & Barnes hay baler, as good as new.

One No. 3½ Prinz improved grading and separating machine (especially for Cockle). Columbia Mill & Elevator Co., Columbia, Tenn.

- 1—16" B. B. Attrition Mill & Drive \$220.00
- 1—22" Ball Bearing Attrition Mill 210.00
- 1—24" Ball Bearing Attrition Mill 300.00
- 1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, ½ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."

George J. Noth, Manager,  
No. 9 South Clinton St., Chicago, Ill.

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

## A Trial Order

# GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

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## ENGINES FOR SALE.

**FOR SALE**—One 8 H. P. International gas engine, good as new. Roberts & Pearson, Maquon, Ill.

140 H. P. vertical two cylinder gas engine; good condition, used only 18 months. Address The Carr Milling Company, Hamilton, Ohio.

**FOR SALE**—Fairbanks-Morse 8 horse, horizontal type gasoline engine, 10 months used, good as new. Pocahontas Grain Co., Pocahontas, Iowa.

**FOR SALE**—1 12 H. P. Fairbanks engine, complete with fuel tank, magneto and clutch pulley. The Hiawatha Light, Power & Ice Co., Hiawatha, Kansas.

**GASOLINE ENGINES**—We have a few bargains in REBUILT 8-10-12-16-20-24 H. P. engines. Write for particulars. Charter Gas Engine Co., Sterling, Ill.

**FOR SALE**—50 h. p. Fairbanks-Morse oil engine, Type "N. B." Used very little, good as new. Have cheap electric power and don't need it. Chas. Wolohan, Birch Run, Mich.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

## POWER TO FIT EVERY DEMAND

High grade rebuilt engine values, 1 to 100 hp. at prices you want to pay. Send for big list of engines suited for elevators and mills, for factories and farms, for autos and trucks, for boats and hydroplanes and state your power needs so that we may quote with description.

BADGER MOTOR CO.,  
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## STEAM ENGINES—BOILERS.

**STEAM PLANT**—100 hp. corliss engine and 60x16 tubular; Hartford ins. out of state; 100 lbs. heater and pump; snap. Address Economy Machinery Co., 428 E. Pearl St., Cincinnati, Ohio.

**WANTED**—Marine boilers. We will pay cash awards for information that leads to a purchase by us of marine boilers of from 75 H. P. to 250 H. P. The Pittsburg Boiler & Machine Co., Pittsburg, Kans.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

# TEUSCHER AND SON

MACHINERY SUPPLY CO.

St. Louis, Mo.

## We Just Received 125,000 Lbs.

(2 Carloads)

of New Canvas Stitched Belting in full rolls, and remnants 1" to 48" wide—4-5-6-8-10 Ply. Big Price Reduction. Write for complete list.



## SEEDS FOR SALE—WANTED

## GRAIN WANTED.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

## DYNAMOS—MOTORS.

WE ARE in the market for a first-class second-hand 15 to 25 hp. electric motor. Address Kinsey Bros., North Manchester, Ind.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsyke, timothy.

SOUTHWORTH & CO., Toledo, Ohio  
GRAINS—SEEDS—PROVISIONS

## L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa  
Seed

SEED CORN FIELD PEAS

## SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

## SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted--For Sale" columns of the Journal.

SAMUEL McCausland  
Belfast, Ireland

Cleaner and exporter of finest Perennial and Italian Ryegrass-seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds. Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

HENRY HIRSCH  
WHOLESALE FIELD SEEDS

CLOVER—ALSIKE—TIMOTHY—ALFALFA  
Our Specialty  
All Other Field Seeds  
TOLEDO OHIO

## Directory

## Grass Seed Trade

## ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

## BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

## BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McClinton & Co., wholesale, export & import. McCausland, Samuel, ryegrass and dogtail.

## CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

## CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

## EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

## FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

## GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

## INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers. Southern Seed Co., field and garden seeds.

## KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

## LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

## LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds. Lewis & Chambers, field seeds. Louisville Seed Co., clover & grasses.

## MACON, GA.

Georgia Seed Store, field and garden seeds.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Milwaukee Seed Co., wholesale seeds.

## MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., seed merchants. Northrup, King & Co., wholesale seeds.

## NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impts.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

## ST. LOUIS, MO.

J. Goldsmith & Co., grass seeds, peas, grain. Kaercher-Schisler, F. & G. S. Co., seed merchants.

## TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

## TWIN VALLEY, MINN.

Heiberg Elevator Co., wholesale seed merchants.

## RUDY-PATRICK SEED CO.

ALFALFA—TIMOTHY

KANSAS CITY, MO.

Chicago Hay Market  
FOR BEST RESULTS

Always Ship

## ALBERT MILLER &amp; COMPANY

192 North Clark St.

"LARGEST HANDLERS OF HAY IN THE MIDDLE WEST"

REFERENCES { First National Bank, Chicago  
National City Bank, Chicago  
National Produce Bank, Chicago

Tell us what you  
need for your  
Grain Elevator  
and we'll tell you  
where to get it.

## Grain Dealers Journal

315 So. La Salle St., Chicago



## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

FOR SALE—Five hundred bushels semi-arid grown alfalfa seed. Address Western South Dakota Alfalfa Seed Growers Ass'n, Rapid City, S. D.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

### WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso Mich

### LOUISVILLE SEED COMPANY

INCORPORATED  
LOUISVILLE, KY.

Headquarters for  
RED TOP AND ORCHARD GRASS  
BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

### Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

### MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA  
MISSOURI GROWN BLUE GRASS  
MISSOURI SEED CO.  
KANSAS CITY, MISSOURI

### WE OFFER

Feeding Peas, Hemp, Orchard  
Grass, D. E. Rope, Crimson  
Clover, Hairy Vetch.

Immediate Shipment

WM. G. SCARLETT & CO.  
Baltimore, Md.

We have for  
**IMMEDIATE SHIPMENT**

New Crop

**DWARF ESSEX RAPE SEED**  
**ORCHARD GRASS**  
**RED CLOVER**  
**CRIMSON CLOVER**

Carloads or less

**I. L. RADWANER**

83-85 Water St. New York, N. Y.  
Write or wire us for sampled offers

### SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades; re-cleaned and tested. C. I. F U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

### The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,  
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ATCHISON KANSAS

### Crawfordsville Seed Co.

Crawfordsville, Ind.

### FIELD SEEDS

### CLOVER—TIMOTHY SEED CORN

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Ask for Samples and Prices  
FARMER SEED & NURSERY CO.  
Faribault Minn.

### THE CRUMBAUGH-KUEHN CO.

We pay top prices for seeds. Your track or Toledo. Send samples.  
TOLEDO, OHIO  
**CLOVER**  
ALSKE TIMOTHY ALFALFA  
Samples, prices and our market letter upon request. Cash and futures

### MINNEAPOLIS SEED CO.

DISTRIBUTORS



### FIELD SEEDS

TIMOTHY and MILLET Our Specialties

THE

### ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

### Field Seeds

Ask for Prices

Mail Samples for Bids

### SEEDS FOR SALE.

FOR SALE—Sunflower seed, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

THE SHORTAGE in all kinds grass and field seeds is such that it behooves grain dealers everywhere to assist their farmer patrons to secure all the seeds needed to plant the maximum acreage. If you need seed and do not know where to get it, write us quantity and quality wanted and we will make the facts known to all our readers free of charge next two months.

### WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.  
HENRY LICHTIG & CO., Kansas City, Mo.

### The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

### FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

FIELD **SEEDS** GRASS

### Poultry Feeds

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Clover

Alfalfa

Millets

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.

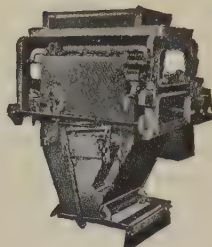
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Minneapolis

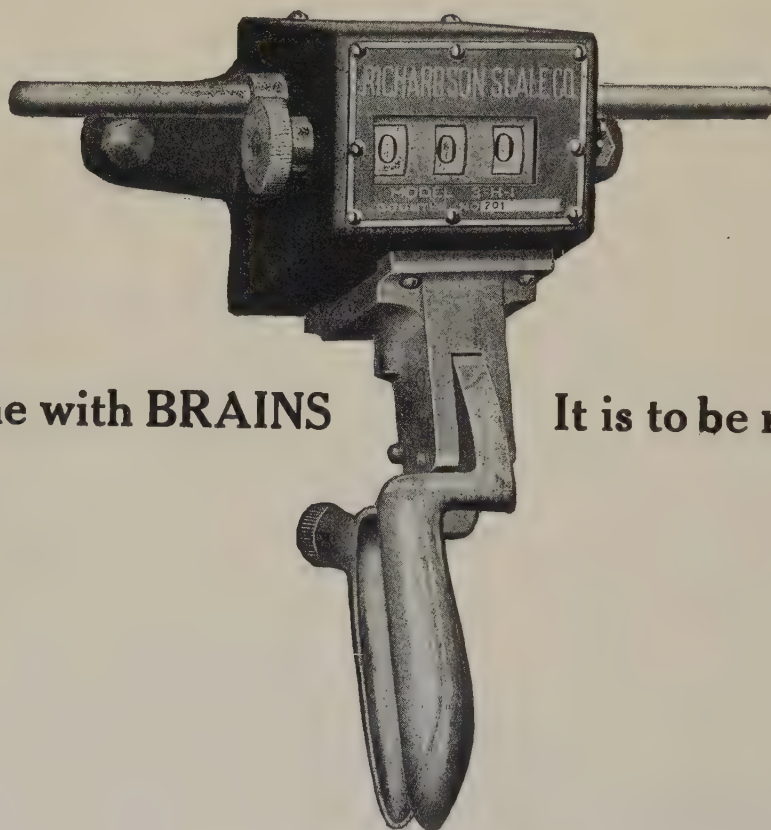
Chicago



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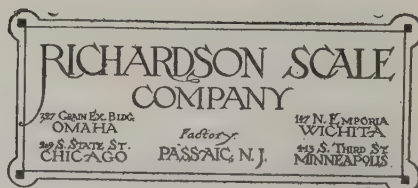


TYPE REGISTER



A Machine with BRAINS

It is to be relied upon





## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

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A Red Wrapper on your Journal means your subscription has expired.

### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JULY 10, 1917

INCREASED INSPECTION fees are likely to be inaugurated soon, as the work of grading grain, made necessary by the new rules, will necessitate the employment of more men to conduct the work expeditiously.

KING CORN will have chills and fever if the heat is not soon turned on, and the elevator men who attempt to handle the product next winter without the aid of a drier will suffer many losses. It is time for dealers who believe in preparedness to get busy.

HOW DO YOU like the new wheat grades? Naturally it will take some time for the trade to become familiar with the new rules, but by a little careful study and a discussion of the merits of the rules, the trade should be able to suggest some practical improvements.

THE COLLAPSE of an Illinois elevator recently calls to mind what may be expected when a strong foundation is not provided. The old practice of building elevators right on the ground is no longer to be tolerated by grain dealers who expect to use their storehouses for holding grain. A heavy concrete or stone foundation is needed.

THE CAR SHORTAGE promises to make more trouble for the grain trade the coming season than it did the past, unless the railroad officials now in control of transportation succeed in moving expeditiously the great grain crops as well as the war munitions. It will be well for shippers to avoid selling grain for nearby specific delivery, unless they have the cars loaded or ready to load.

BUILDING STOCKADES around grain elevators to protect them from German sympathizers is on a parity with most of the "submarine remedies." One would think we have gone back to the days of Indian warfare, whereas the stockade needed is that formed by a few men with rifles and orders to shoot. And to make their work more effective every important plant should be illuminated by a flood lighting system so that darkness might never prevail in the neighborhood.

"BUSINESS CONVENTIONS As Usual" is the latest slogan of the Merchants Ass'n of New York, on the ground that the business conferences are more necessary and of greater advantage to the merchants of the land than usual. The fact that the attendance at all grain conventions so far this year has been much larger than usual, would seem to indicate that the grain dealers at least are more anxious to obtain light on the problems of the trade than for many years past.

BAG LENDING and contracting the farmers' grain for future delivery have long been among the country dealer's most distressing problems. They can be solved by each dealer only by the application of basic business principles; bags should never be loaned without a good and sufficient return in the form of rental together with an absolute assurance that the bags will find their way back to the point of origin, and the way to handle the matter of purchases for future delivery is to require a binding written agreement and then to enforce it. To proceed otherwise is to invite trouble instead of trying to prevent it.

A DIRECT CONNECTION exists between those two great American Institutions, the excessive fire loss and the high cost of living. It would be interesting to know just how many bushels of grain were destroyed by fire last year, but the number which will be lost thru the same cause this year is of much greater importance. We need every ounce of food we can possibly produce, and because we need it so much it should not only be produced but it should be saved for food. If no grain is sacrificed to the fire demon between this date and Dec. 31 it will be equivalent to an increase of many bushels in production. Reduce the fire hazards of your plant and thereby increase the grain supply.

THE MILLERS and grain dealers of Texas and Indiana, working thru the Council of Defense of each state, are conducting an active campaign for an increase in the wheat acreage of each state and an improvement in the quality of the wheat grown. The maintenance of present prices should be sufficient to encourage the farmers to get busy and work hard while the gold glitters.

THE GRAIN TRADE'S REQUEST, as voiced by Pres. Eikenberry of the National Ass'n in his address to the convention of the Ohio Grain Dealers Ass'n, that the war measures which are taken be such as to contemplate the keeping of each business intact so that it may be conducted along the usual lines after the war is over is so eminently fair and just to the trade, the people and the nation that it is not possible to believe that the government will contemplate or take any other action.

CARE to exercise exactness in all business transactions is fortunately increasing with the grain dealers of the land, as is evidenced in many ways by dealers who are reducing all transactions to writing. One Indiana dealer who issues scale tickets, has printed at the bottom of each ticket "Keep your tickets; no disputed claims allowed without them." This caution not only warns the farmer to keep track of his loads, but also to exercise ordinary business care in all his business dealings. This inures to his benefit, as well as merchants with whom he makes contracts.

FIXING THE MAXIMUM prices for grains will not be attempted if the dictators wish to retain the respect of the farmers and the grain dealers, as well as the consumers. Every government which has attempted to fix the maximum prices for any commodity has failed utterly in carrying out its intention. Supply and demand have always insisted upon controlling, in utter disregard of mere statutes or dictators. Farmers will not exert themselves to a maximum production, unless the price is left free from restriction. They are willing to take the chances of the market, and do not ask that a minimum be established, but naturally they are most decidedly opposed to a maximum price. The politicians are proposing so many impractical, untried and unheard of regulations for the grain trade that unless light is thrown on the needs of the business by men of experience, the law makers may do far more harm than they have desired to do good. Forbidding the storage of wheat might force its marketing when it could not be sold except at a heavy loss, or even when cars were not obtainable. Regulations which will not permit merchants to meet the exigencies of the business must necessarily work many hardships upon grain dealers with good motives.



CARRIERS' attempts to collect undercharges from commission merchants long after the receiver has sold the shipment and remitted the entire proceeds to the shipper are so unfair that all buyers and receivers will be pleased to learn the courts have finally ruled against the railroads' saddling the burden of their own errors upon innocent parties. The decision of the Supreme Court of New Jersey against the Pennsylvania Railroad Co., published elsewhere in this number of the Journal, effectually disposes of the contention of carriers that they have a right to look to the assignee of the B/L or notify party for the undercharge.

IT IS SURPRISING that the grain dealers and millers are willing to do any business at all in view of the uncertainty which exists because of the impending legislation for governmental control. Almost everyone realizes that we need to conduct our business on the highest plane of efficiency, especially during the period of the war, and it is generally recognized that co-ordination of effort will be best for the welfare of the nation. Therefore, no one objects to the proper control, but when so many wild proposals are being made it is annoying to have to wait in uncertainty while legislators juggle with matters of pure politics.

DISTRICT MEETINGS of state associations are being utilized to familiarize country dealers with the grading of wheat under the new Federal rules. The work is timely and should result in much benefit to all dealers who will attend these meetings and participate in the discussion of the equipment and methods necessary to attain efficiency in grading. With the present high prices discounts will be very heavy, so that shippers who fail to buy wheat by grade, as they must sell it, are likely to suffer frequent heavy losses. While the district meeting is, as a rule, too short to obtain the full benefit of such discussion, still it is an excellent move in the right direction and should be encouraged.

AUTHORITY to the president to close the grain exchanges and to prevent any person from handling grain or other foodstuffs is retained in the latest draft of the food control bill, as introduced by Mr. Lever in the House June 11. When questioned in the Senate June 19, Food Dictator Hoover to be, declared it was not his intention to close the exchanges; nor to use some of the other broad powers conferred upon the president by H. R. 4961. Thus, even the passage of the bill will leave the country in an uncertainty perhaps as harmful to the distribution of the crops as the most drastic regulation would be. Producers, dealers and consumers are entitled to some definite, specific statement of what the administration proposes to do or not to do.

IT IS BUT natural that the people should be somewhat hysterical, when recognized news agencies circulate false rumors regarding the building of stockades around grain elevators. So long as no houses have been destroyed by miscreants working evidently in the interest of the enemy, there would seem to be no excuse for such precaution, and surely there is no excuse for falsely reporting the building of stockades, as these inflaming rumors are likely to prompt some weak mind to do the very thing suggested.

ADDING the July corn option to the proscribed wheat options makes grain dealers and millers hesitate to buy very much of any grain at one time, and to wonder what will be the next proscription issued. The continued discussion of the Food Control Bill and the suggestion of extreme regulations, considered with the other autocratic and unexpected actions taken, keeps the average grain dealer at sixes and sevens and no one can decide to his own satisfaction what is the best thing to do, so all swear and await developments.

FOOD ADMINISTRATOR Herbert Hoover has been besieged on all sides to know what policy will be pursued in the marketing of the crops, and he has consistently denied any intention of adopting autocratic methods, in fact some of his interviews have exhibited a most reasonable and thoughtful consideration of the whole subject. In a recent letter he says: "It is my feeling that the commercial channels of trade should be interfered with as little as possible, and except for the necessary correction of possible abuses in the trade, I hope to see the food commerce of the country flow in the natural trade channels and by private enterprise." Such toleration is enough to make Karl Vrooman turn wrong side out.

CONTRACTING OATS with farmers at a stipulated price, protecting them against a decline in the market, and agreeing to give them either one-half or all of the advance made between the day of purchase and the day of delivery, is not only not good business, but it is not a sane business practice. Anyone who will stop to think, will quickly realize that the grain dealer is permitting the farmer to speculate with his money without cost, and where all the advance is given farmer it is without any prospect of profit to the grain dealer. Such propositions encourage farmers to defer the day of delivery, in order that they may conduct a more extensive speculation with the grain dealer's money. The grain dealer virtually gives the farmer a put without cost, and thereby leads the farmer to think he is buying his grain on a very wide margin and can afford to indulge generously in gratuities. Competition should not be permitted to drive any dealer into such unprofitable practices.

NORTH DAKOTA, which has attempted to bluff the grain elevator men of the state into storing grain for all comers, also prescribes the form of storage ticket to be issued for grain stored, and the elevator men have recently received copies of the new form from the state railway commission. The elevator men of no state can be forced to engage in the storing of grain for the public, unless they are willing to do so. No state has power to take the property of an individual for the use of the public, without fair compensation. Any dealer who buys or builds an elevator can use it for handling his own grain, if he so chooses, and successfully refuse to store grain for anyone. The position of the railway commission is untenable.

THE RAILROADS can bring about greater efficiency in the country's freight service. That has been proven by the results which have been accomplished in the past few weeks by the Railroad War Board. It must be remembered, however, that these things have been done when the great roads have been managed as if they comprised one system, a thing which would almost certainly not be countenanced except for the emergency which is upon us. On the basis of the results achieved, it would seem to be the greatest folly for the American people to experiment with government control of the transportation industry in this emergency. Likewise, it would seem advisable to perfect some arrangement for continuing the movement of cars which is now proving to be of such great benefit.

THE ASSISTANT Secretary of Agriculture, Karl Schurz Vrooman, is evidently laboring under a misunderstanding as to the duties ordinarily expected of a man in his position. Doubtless he has drawn his salary regularly of late, but he has spent most of his time flopping about the land and maligning the dealers in food. He has not hesitated to indulge in extravagant charges against what he pleases to call the "food pirates," but he has not had the courage to file any specific charges against any person, firm or corporation. If anyone is guilty of being a food shark, the attorney general ought to know it, so that he can take steps to pull out his teeth, but any real effort to correct the troubles Karl talks about would deprive this demagogue of his excuse for talking. If he has any definite information regarding the sordid denizens of the business jungle who are robbing the public, he is guarding the secret most vigilantly. The reading public has enough real excitement every day without having their minds further inflamed by manufactured dope which has no foundation in fact, and the people are more in need of having the demagogues controlled than they are of having the food supply controlled.



## The Demand for Uniform Trade Rules.

The apathy with which the trade has received the uniform rules proposed by the advisory committee of the National Association is most discouraging. They have been clearly presented for the consideration of the various shippers associations during recent months but called forth little discussion. This may be due to the fact that the shippers are so much perturbed by the threatened governmental interference with the grain business and the uncertainty of the future that they have not given the subject that careful consideration which it truly merits. Every grain dealer of experience in shipping to different markets, will quickly recognize the great advantage to him of having the rules governing the cash trade in all terminal markets uniform as well as fair and equitable. Dealers who are confined to one market and have no opportunity to patronize another market, have but one set of rules to learn, hence are not bewildered as some shippers are, by offers from different markets, each of which is governed by the rules of the market from which emanated.

It would be a comparatively easy matter for all shippers to learn the rules governing their shipments by heart, if all their market places had the same rules. Most shippers recognize that it would be greatly to their advantage to familiarize themselves with the rules governing their trades, but when confronted by so many complex and oftentimes ambiguous rules, they are confused and confounded.

The grain trade is fast getting the matter of grades on a uniform basis, and in the interests of fairer trading between different sections, rules should be made as near uniform as possible. The adoption and the enforcement of the rules as proposed by the committee and as outlined by Mr. Butler elsewhere in this number of the Journal, would go far toward the promotion of fair dealing. Shippers who are really interested in the problems of their business will read most carefully the suggestions presented and make known their views to the trade, to the end that any unreasonable regulations proposed may be corrected, before the matter is presented to the exchanges.

Some of the points covered by these rules have been considered for years at different association gatherings and aroused many heated debates, but since the matter has been presented in concrete form for recommendation from the shippers associations, the dealers most interested have failed to come forward with their arguments or experiences. This has been somewhat discouraging to the Advisory Committee, who are earnestly striving to improve trade conditions.

No one denies the great desirability of uniform trade rules, but the majority seem to hesitate to undertake the active

agitation of a question which involves so many different principles, practices, methods and customs. If we are to have real progress in grain trade methods, we must have a free discussion of the best means to attain the advance desired. The man who studies a question and formulates deep seated convictions never moves the world nearer to anything better, unless he passes the result of his study on to others. It is time the grain shippers of the country awoke to the possibilities of the proposed improvement and participated in the discussion. Let us hear from you!

## Loading Cars to 110% of Their Capacity.

The commission on car service, in a recent letter to Chairman Goodrich of the Transportation Committee of the Indiana Grain Dealers Ass'n, writes: "The traffic of the country cannot be moved unless every inch of space is taken advantage of in the loading of all cars equal to 110% of the marked capacity. If this is done the traffic offered at present can be taken care of, congestions eliminated and the business of the country moved with not over 75% of the cars now employed."

In view of the delay in moving coal and other commodities, this statement would seem to contain misinformation. It is very likely that if damp grain is loaded to the full 110% capacity of each car, that much of it will be spoiled, wasted, and the success of the Commission on Car Service will destroy all the good work being attempted by the Food Conservation Commission.

What is more, the loading of cars to 110% of their marked capacity is sure to defer the unloading and the grading of the grain until the car is moved to an elevator. Grain inspectors having a federal license place their license in jeopardy by issuing a certificate on a carload of grain when they cannot obtain a fair average sample of the car's contents.

It is evident that the government has so many commissions made up of men inexperienced in the business that there must be many confusions in their recommendations and regulations, hence the grain shippers of the land must rely largely on their own judgment of what is the best thing to do.

The Central Freight Ass'n has recognized the fairness of the shippers' demand that cars be considered loaded when grain is within three feet of the roof, and have so provided in their rules governing the loading of cars, hence when shippers comply with that rule it would seem to be the judgment of those who have studied the problem, that they have loaded the car to its capacity.

The National Industrial Traffic League, while aiming to conserve transportation facilities, has ventured suggestions far more practical than those issued by the Washington commission on car service.

It has recommended that shippers "Load and unload cars promptly; Load and buy full capacity carlots; Order only enough cars to take care of your immediate needs." If all users of transportation facilities will conscientiously follow the suggestions of the League the transportation capacity of the railroads will be greatly increased without detriment to anyone's interests.

## Protecting Telephone Purchases.

It is encouraging to note that more and more country elevator men are coming to recognize that verbal contracts for the purchase of farmers' grain cannot be enforced, unless confirmed in writing, or reduced to writing thru the medium of written contracts for the future delivery of grain.

The confirmation blank published in "Asked-Answered" this number is very good, except that it does not provide explicitly for the acceptance of off-grade grain at a specified discount, as is now done in the better form of contracts used by members of the trade. The country elevator man cannot deliver off-grade grain on his contracts without being discounted, hence he cannot profitably accept all kinds of stuff in fulfillment of his contracts with the farmers.

Many dealers have been bankrupt by verbal contracts which they could not enforce, and no doubt many others will suffer heavy losses before the trade refuses to recognize verbal contracts until they are confirmed in writing. Dealers who have sufficient capital to enable them to take all kinds of chances, are wasting their time in the grain business, if competition forces them to recognize verbal contracts. With the present high range of prices and flighty markets, the ordinary grain dealer can lose the profits of a lifetime on a single crop.

The only safe way to conduct a grain business is thru the use of written contracts or confirmations. Those who insist on taking wild chances would be much safer to buy the option, for then they can readily determine what is doing and always protect themselves. Farmers who hesitate to give a written confirmation or to enter into a written contract immediately cast suspicion upon the honesty of their purpose. A written contract or a written confirmation gives each party a clear understanding of what is intended by the other, and protects each against the others changing his mind, to the disadvantage of the other party to the contract. The only safe and sane way is to put it in writing, or refuse to buy until the grain is on the scale platform.

UNLESS the Bone-Dry issue is separated from the Food Control Bill, the legislation will be hung up indefinitely and the trade kept in suspense as to the regulation to be expected at the hands of the food administrator.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Verifying Sale by Commission Merchants?

*Grain Dealers Journal:* I shipped a car of wheat to a commission firm who reported the wheat sold to a terminal elevator, and I am satisfied they got more for the wheat than they reported to me. I would like the name of a reliable party whom I can employ to look into this matter.—O. A. Jensen.

**Ans.:** It is not necessary to employ an agent to investigate this, as without charge the secretary of the Board of Trade will call upon commission merchant and terminal elevator firm to show their records of the transaction, if the shipper will send the secretary the name of the firm and statement of the sale.

Such an attempt at fraud is unlikely. It is probable the sudden drop in cash wheat prices during June made it impossible for the broker to obtain the market expected on the basis of sales on preceding days.

### Literature on Grain Handling.

*Grain Dealers Journal:* What books or other literature contain information on the following subjects: Requirements for the Federal grades for wheat, corn, oats and other grains. Cleaning and handling of grain and seeds. Different grades of seeds.—E. P. Kreimendahl, Mechanicsburg, O.

**Ans.:** The Dept. of Agri. has not promulgated rules for the grading of grains other than corn and wheat. The rules for grading corn were published in the *Grain Dealers Journal* for Sept. 10, 1916, pages 409-410; those for wheat on pages 574 to 577 of the issue for Apr. 10, 1917; on page 998 of the June 25th issue the equipment to be used in grading grain is specified; special articles which appear from time to time deal with different phases of the matter; and the manufacturers of the necessary equipment furnish instructions in the proper methods of operating the same. There are no books which apply specifically to this subject, but a great deal has been published in the *Grain Dealers Journal* about the handling of grain, and in the advertising section are the advertisements of manufacturers of cleaning and other machines. Upon request they will send literature describing the machines and their operation. There are no uniform rules for grading seeds. Write to firms in those markets which are best located. They will give the information.

### The Dockage Principle.

*Grain Dealers Journal:* Please explain the meaning of dockage as it is used in connection with the handling of grain.—S. G. Hilton, Washington, D. C.

**Ans.:** The term "dockage" is thus defined in the rules promulgated by the Dep't. of Agri. for grading wheat: "Dockage includes sand, dirt, weed, seeds, weed stems, chaff, straw, grain other than wheat, and any foreign material which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present: also undeveloped, shriveled, and small pieces of wheat kernels necessarily removed in properly separating the foreign material."

It has reference, therefore, to any matter contained within the wheat which can not be utilized in the milling process and the weight of the grain is "docked" to

make allowance for this foreign matter. In the past it has been the practice in the spring wheat states to express dockage in terms of pounds per bushel; thus, each 60-pound unit was "docked" 1, 2, 3, or 5 pounds, as the case might be. But the federal rules require that dockage for grain in interstate commerce shall be stated in per centum; meaning that a certain percentage of the original commodity is not suitable for use. For instance, if the net weight of a load of wheat is 3,000 pounds and it is determined by a test that 2% is foreign matter, then the dockage is 60 pounds and the net quantity for which payment should be made is 2,940 pounds.

### Excessive Wear in Eccentric Bearings?

*Grain Dealers Journal:* We have two screens, 10x3 ft., weighing about 250 lbs. each, driven by an eccentric keyed to a 2 15/16 inch shaft, one eccentric to each screen. The babbitt in the eccentric straps is continually giving out. The foundation shakes very badly. The eccentrics and screens are fastened by 1 1/2-inch round iron, with coil springs to take the jar. The screens move one inch and in opposite directions. How could we improve the outfit?—J. A. Meadows, New Berne, N. C.

**Ans.:** Write to the manufacturer of the machine, stating the style, size and number of the machine and when purchased, specifying the trouble. Eccentrics will wear out, and must be renewed, sometimes as often as once a year. The manufacturer will supply the new eccentrics.

### Attaching Documents to Claims.

*Grain Dealers Journal:* Is there a specific ruling in C. F. A. territory compelling claimants to attach to claims such documents requested by carriers? For instance, at terminals, where Board of Trade weights govern, can carriers compel the Board of Trade certificates to be attached to claims, or will claimants affidavit suffice?

Carriers in this instance employ an "inspector" and Board of Trade car condition notations are not considered in

the payment of claims. We think in this instance, an affidavit relative to the weight and grade is all that is necessary inasmuch as carriers have their own inspection department.—F. J. Simmons & Co., Detroit, Mich.

**Ans.:** Attachment of documents to claims is not provided for by specific ruling. The claim agent's ass'n probably has rules that for uniformity require claims to have documents attached. Such rules are not binding on claimant, but amount to a request, and it is only reasonable that shipper should attach the documents or copies of them to his claims. At Chicago, for example, copies of the Board of Trade weighmaster's certificate can be obtained of the weighmaster at small expense.

The Board of Trade certificates should be attached to claims as requested by the claim department of the carrier. If not available, shipper's affidavit should suffice, especially if backed up by other evidence of weight.

### Confirming Telephone Purchases.

*Grain Dealers Journal:* In answer to the query by P. & B. published in your issue of May 25 I am submitting a form which is being used by Davis Bros. & Ash, of Pittwood, Ill., for confirming purchases made by phone, or in personal conversation, when delivery is to be made at a future date.

No contract can be made binding until both parties have signed it. It is not essential that there be only one instrument of writing, however, as the exchange of practically identical written confirmations will complete the contract. This is the method of procedure in the purchase and sale of grain in carlots by the members of the trade.

It should also be said that the mailing of this confirmation, when the farmer neither signs a similar instrument nor accepts money to apply on the purchase price, will not prove sufficient in court to establish the fact that an agreement actually existed. But, it might be that, because of having received the confirmation, the farmer would not be so ready to violate his verbal contract.—R. B. A.

### Contract Number.....

.....Ill., .....19.....

We Confirm purchase of you this day <sup>by phone</sup> personally .....  
bushels of ..... at .....per  
bushel, to be delivered at our elevator in .....;  
said grain to be delivered within ..... days.

Should any change in terms of this purchase be agreed upon, same will be confirmed in writing.

Thanking you for this business, we are,

Yours very truly,

Per.....

Active Manager.

Form for Confirming Telephone Purchases.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Not Good Business.

*Grain Dealers Journal:* At Atkinson, Ill., I recently encountered something new in my business experience. Briefly stated, it is this: a grain dealer was offering to purchase oats from three farmers who were then in his office, guaranteeing them not less than 47c per bushel, with the understanding that they should deliver the oats within a certain number of days; the grain man to pay them, in addition to the 47c, one-half of any advance which the market might make up to the time of delivery. Will you please inform me if this is a general practice in the trade, and whether it is considered a business-like procedure?—W. H. Y.

### Too Much Politics.

*Grain Dealers Journal:* At this time we do not think we know where we are in the way of new business as to what might be done and whether we would want any of it or not.

We agree with you that under ordinary circumstances we should like to do all the business possible, but NOW where are we? Where is anybody?

We think we have too much politics and too little business and we sometimes think that if the Government is to RUN ALL BUSINESS we shall have to discontinue from FORCE.—Yours truly, Lev. Fowler Grain Co., by Lev., Kansas City, Mo.

### Unjust to Force Elevator Men to Store.

*Grain Dealers Journal:* It may seem to be decidedly unjust and unfair for the state to force elevator men to store grain against their wishes, but there are several things to be considered in determining the fairness of such a situation. To begin with, the elevator is a quasi public institution. It is located on the rights of way of railroads, not by the grace of the railroads themselves, but by the fiat of the state; if the railroad refuses to permit the elevator to be put on the right of way, the district court not only enforces this right, but tells the railroad where to put it and compels the railroad to furnish a sidetrack, free, to it. The elevator operates under a license and has certain quasi public duties to perform, and certain rights it can enforce; there are over 2,000 elevators in this state, all engaged in handling grain in the same way, tho they have different kinds of organizations among themselves. It would be intolerable to permit these institutions to conduct their business along the lines of the village blacksmith, who can elect to shoe only white horses if he so desired, or the Seventh Day Adventist who closes his store every Saturday.

Having elected to operate an elevator as a part of the great scheme whereby the crops of the nation are transported to the ultimate market, and stored against the time they will be needed by the consumer,

the grain buyer must submit himself to all the requirements of the law which experience has shown are absolutely necessary for the successful handling of the crop. He must have his place of business open during the entire harvest season; he must not discriminate as to whom he will deal with; he must store grain where depositors decline to sell; he must post the inspection certificates, etc.—W. H. Stutsman, Mandan, N. D.

### Are You Contributing to the Waste?

*Grain Dealers Journal:* The best authorities on economic problems in the entire world are not only informing us that to win this war we must conserve all foodstuffs, but are pleading with us thru wide publicity to do so. From every newspaper, from every trade journal, and from the mouths of orators come the cry, "Eliminate all waste!"

We are told of the absolute necessity of our exporting all foodstuffs possible to our Allies. All present indications point to quite a shortage in our wheat crop, hence the need for us to avoid waste is painfully apparent. Never before have economic conditions presented themselves to us as a Nation which were so strenuous in their demands, so absolute in their necessity, and which carried so huge and supreme an importance. We are now in the midst of plenty and prosperity which has a tendency to dull our appreciation of the pinching grimness of war.

The idea of conservation is rather foreign to us during times of plenty. But we must come to it. Our national waste is indeed to be condoled at any time. We haven't made any serious steps to curb it in the past. We now stand before the entire world as a wonderfully rich and an aroused powerful International figure. What we do in the United States not only affects our own Nation, but it affects the entire world. A waste of food products here means a shortage somewhere across the ocean. We have pledged ourselves as a nation to assist with our entire weight of arms, ability and wealth towards extinguishing the raging fire of bitter hatred and wanton destruction overseas.

Before long our awe-inspiring eagle will be screaming on the battle fronts of France. Our boys will be lined up doing their duty as only Americans can. Our sphere of activities has become worldwide. To be successful in any enterprise regardless of its nature, it is essential to take the advice of our predecessors and avoid their mistakes if possible. We must follow the trail they have blazed for us, and must read and heed the signs they have hoisted on high—"Eliminate all waste!"

In the handling of grain there is a frightful waste which can and must be eliminated. Poorly or carelessly coopered cars cause a heavy loss. A little extra care and time should stop this drain. Come out of the attitude that if there is a leak to your car the railroad will pay your claim. This isn't by any means a matter of dollars and cents. It is a matter of stuff to eat. If you do have a loss in shipping and the railroad does pay your claim, as an individual you will not be a loser, but the loss will be felt in some corner of the globe. Much grain is lost annually in country elevators thru carelessness in handling and poor house-keeping.

Water in boot pits ruins thousands of bushels of good grain. During the spring months when grain is plentiful many boot

pits are flooded, and into these water-filled pits much grain meets ruination. I was in an elevator this week which had over a hundred bushels of choice wheat thrown outside the elevator due to its being water-logged from a wet pit. Bear in mind that the loss of the grain is not only a local one. Probably you can afford the loss, but the world cannot.

Our feelings run high. But we must also look at the ordinary work of life. We must awake to the fact that in the United States our European Allies see its breadbasket. They must come here for food. How are YOU going to answer their petition for assistance? By scattering your grain along the right-of-ways of railroads due to poor coopering; by allowing grain to be ruined by poor handling; by allowing the house to burn due to carelessness, or by using all the ability within you to "Eliminate all Waste?"

A single elevator fire would destroy the patriotic spare-time work of the army of 1,000 gardeners. "A fire from any cause will be a calamity; a careless fire will be a crime." Mr. Elevator Operator: Are you waving a flag and shouting for Old Glory meanwhile neglecting the care of your house? If you are, "You are a slacker." Patriotism runs deeper than mere lip movement. If that house of yours is not in the cleanest condition, then you are off-setting the patriotic endeavors of your fellow-countrymen. Get busy.—A Volunteer.

### Agent Shud Have Returns on Cars.

*Grain Dealers Journal:* It seems to me that a forward step might be made in the grain trade if all line houses would adopt the practice of sending their agents a report showing the out-turn weight and grade on each car of grain shipped by the agent.

By having these facts placed before him promptly he is able to check his grades against those of the inspector at the terminal, and this will have the effect of stopping careless work in both buying and handling. In addition, he can more quickly detect any discrepancy in his loading scale, as he will be able to compare results before the matter has run a very great length of time. The agent is required to account for all the grain he purchases, with a reasonable allowance for shrinkage, and he should be given every opportunity to know that he is weighing the grain correctly when it is received from the farmers and when it is loaded into cars.

To furnish him with prompt returns is but fair to him, and it will, at the same time, make it possible for him to serve the company which employs him and the farmers with whom he deals in a better manner. It is to be hoped that the plan will soon be adopted by all line companies operating country stations.—A. J. Scottem.

THE JOURNAL is O. K. for one in the grain business.—W. E. Hunsaker, Olean, Mo.

THE FLAX TRADE of the United States has come to an agreement with the textile alliance regarding the importation and distribution of raw flax.

## Our Callers

R. T. Barton, Danville, Ill.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Stratton, Colo., July 2.—Had fine rain; just right for small grain which is filling.—H. B. Hayes.

### ILLINOIS.

Loxa, Ill., June 30.—Oats look fine in our territory; corn very late; considerable was replanted.—Loxa Grain Co.

Wyoming, Ill., June 26.—Corn looking fine but about 2 weeks late. Oats look good but a little thick. Weather fine.—Code, Klock & Co.

Annawan, Ill., July 2.—Growing crops doing fine. Corn 2 weeks late, oats from 7 to 10 days. Rye and barley also a little late.—J. C. Dewey & Co.

Emery, Ill., June 28.—Wheat has improved greatly in the last ten days, oats are looking fine, corn is 2 weeks late but will catch up with favorable weather.—Shell abarger Elvtr. Co.

Atkinson, Ill., June 30.—Corn about 2 weeks late, oats normal with promise of a bumper crop. Very little winter wheat left and hardly up to average. Rye and barley good.—D. F. Humphrey.

Wyanet, Ill., July 2.—Corn condition good but 2 weeks late. Oats all headed out, condition 95%. Some rye and barley, this year which is rather unusual. Both looking good.—Wyanet Farmers' Elvtr. Co.

Illinois, July 3.—In this state farmers were kept from planting 13 per cent of their corn ground by the weather; outlook for oats and wheat crops good.—J. Vining Taylor, sec'y National Hay Ass'n, Winchester, Ind.

Danville, Ill., July 7.—Corn thru this section has grown fully 6 or 7 inches this week and is making wonderful progress. Twenty miles south of here corn looks fine, altho several fields are about 2 to 3 weeks late on account of not being able to plant sooner because of water standing in the fields so long, but they are now making progress.—Lowell Eyer.

Springfield, Ill., July 4.—Corn is improved but backward, weedy in places. Planting is finished. Oats condition is good to excellent, but they are very rank. They are heading in the northern counties. Wheat has greatly improved, heading in the north, ripening in the central, and general harvesting operations are under way in the south.—C. J. Root, U. S. Department of Agriculture.

Sidney, Ill., June 28.—Have been having nice rains which were much needed; corn pretty well cleaned of weeds; ground was getting dry and hard and needed rains to soften and make corn grow; oats never looked better; some fear is expressed that they will grow too rank and go down; they are heading out nicely; harvest will be early; what little wheat was left has come out wonderfully; will make about 25 bus. or better.—Fay R. Best.

### INDIANA.

Uniondale, Ind., June 23.—Wheat acreage 50%, average yield 75%. Corn late but good. Oats good with increased acreage.—Miller & Brickley.

Madison, Ind., June 25.—Wheat in southern Indiana will make 3 times more crop than was expected; corn has been replanted 2 to 3 times account of excessive rains. The Ohio River has this week subsided after overflowing the bottom lands and destroying tens of thousands of acres of corn. Replanting will follow but it is late for such an operation in this locality. The finest crop of rye ever is in this part of state.—Martin Wade.

Brownsburg, Ind., July 7.—Oats bid fair for a bumper crop; wheat extra good; corn small but clean and growing fine.—P. J. Wolfram, of Wolfram Grain Co.

Alexandria, Ind., June 27.—Wheat, corn and oats doing fine, but about 2 weeks late. Wheat acreage small but corn and oats larger than usual.—Chas. F. Naber & Co.

Evansville, Ind., July 1.—Corn in southern Indiana is looking unusually good. Most of the corn that was recently destroyed by the high water along the lower Ohio, Wabash and White rivers has been re-planted. Oats harvest is on and it is expected the yield will be better than last year.—C.

### IOWA.

Des Moines, Ia., July 3.—Weather during the past week has been favorable for corn growing; fine progress has been made in cultivation and most fields are clean. Considerable corn was planted on the late flooded bottom lands in the southern counties, and much of it is up. Crop as a whole is 10 days late, but promising. All small grain is also late and little if any winter wheat or rye will be harvested before the 10th, but prospects for good yields are excellent.—Geo. M. Chappel, director, U. S. Department Agriculture.

### KANSAS.

Wichita, Kan., June 26.—Wheat will average about 60 or 70% here.—A. M. Haynes.

Topeka, Kan., June 22.—The 3,525,320 acres of winter wheat now left standing will probably yield 11.8 bus. per acre or an approximate yield of 42,000,000 bus. Oats should aggregate 70,354,709 bus., exceeding the best prior year, 1888, by 16,000,000 bus. A record acreage of 2,225,414 acres was sown, and gives a promise of 31.6 bus. per acre. Barley acreage last spring was 890,000 acres, and promises a 16,000,000 bu. yield. Yield per acre is 17.9 bus. Corn acreage is 9,200,000, with an average condition of 78.4%. Rains would be welcomed in all corn portions of the state.—J. C. Mohler, sec'y state board of agriculture.

### MICHIGAN.

Lansing, Mich., July 6.—Wheat average estimated yield for state is 14.76 bus.; rye, 14.38 bus.; condition corn, 70%; buckwheat acreage sown or to be sown compared with last year is 97%; beans, 123%; peas, 91%.—Coleman C. Vaughan, sec'y of state.

Petoskey, Mich., July 2.—Corn is just nicely out of the ground, but is as far advanced as it was a year ago when we had the best corn crop Northern Michigan has ever known. Beans are just coming up, with double usual acreage.—Lou S. Darling Seed Co.

### MINNESOTA.

Worthington, Minn., June 27.—It looks like a 40% corn crop in the 10 counties in southwest Minnesota.—B. P. St. John.

Minneapolis, Minn., July 5.—North Dakota wheat crop is very uncertain. A large territory in the northwest part of the state has suffered severely from lack of moisture. Wheat in other sections has good color and strong, healthy roots. Soaking rains and warm weather are badly needed. Early sown barley is in much the same condition as wheat, late sown poor. Much of the flax has not germinated where moisture was insufficient. Minnesota conditions are spotted but much more favorable. Sufficient moisture except in a few localities north of the center. While the stand of wheat is not heavy, favorable weather conditions will produce an average yield. Barley is about the same as wheat, but corn is late and warm weather needed to insure an average crop. Eastern South Dakota is in good shape. Grain in spots is a little thin but the plant strong. In the Jim River Valley, and the territory west, while not suffering at present, will need moisture soon. Early sown wheat, barley, and oats are heading with the straw short. Flax looks favorable. Corn has made good growth during the past week. Rye crop is light and harvesting of it will begin in 10 days to two weeks.—Van Dusen-Harrington Co.

### MISSISSIPPI.

Vicksburg, Miss., July 5.—Practically the first rains we have had in past 60 days and over have occurred recently, but from a rather extensive trip thru the immediate vicinity these showers have come too late to benefit growing corn; appears to have been an unusual acreage planted; most of it has suffered severely from drouth; it is doubtful if it will develop anything of consequence; a few red rustproof oats have been gathered; acreage was small and most of crop was winter killed; from present indications it will be necessary for this section to look to the North for a greater quantity of 1917 crop corn and oats than last year. While oats crop is exceeding light in this section weight and color are very good.—V.

### MISSOURI.

Seneca, Mo., June 26.—Crop prospects in this vicinity best in years; wheat and oats being cut under perfect conditions; threshing will start next week; wheat will yield 20 to 25 bus.; oats 50 to 60 bus.; corn is in fine condition; sufficient moisture in ground to take care of it for 10 days.—W. E. Rogers, Quapaw, Okla.

Columbia, Mo., July 7.—Condition of corn, for the state, is 88, as compared with 80.4 as the 10-year July 1 average. This is also

### Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916.	1915.	1916.	1915.	1916.	1915.
July 1, to Dec. 30....	153,976,000	164,304,000	22,912,000	9,686,879	60,408,000	39,467,000
	1917.	1916.	1917.	1916.	1917.	1916.
Jan. 6.....	6,064,000	8,322,000	580,000	736,000	1,492,000	1,308,000
Jan. 13.....	4,930,000	7,680,000	1,771,000	535,000	1,656,000	2,095,000
Jan. 20.....	4,891,000	7,247,000	1,091,000	692,000	3,222,000	1,568,000
Jan. 27.....	5,383,006	7,029,600	1,556,000	868,000	1,838,000	1,946,000
Feb. 3.....	5,511,000	8,375,000	881,000	560,000	1,960,000	1,811,000
Feb. 10.....	4,375,000	8,046,000	1,343,000	974,000	1,334,000	2,010,000
Feb. 17.....	4,753,000	6,490,000	1,712,000	1,769,000	2,705,000	2,635,000
Feb. 24.....	4,122,000	6,450,000	1,321,000	490,000	1,779,000	2,104,000
Mar. 3.....	4,703,000	6,822,000	1,500,000	764,000	2,661,000	2,653,000
Mar. 10.....	4,679,000	7,415,000	1,540,000	923,000	2,917,000	1,834,000
Mar. 17.....	3,358,000	7,389,000	1,934,000	834,000	1,615,000	3,424,000
Mar. 24.....	4,387,000	7,449,000	1,602,000	1,500,000	1,839,000	2,581,000
Mar. 31.....	2,803,000	5,994,000	1,727,000	713,000	711,000	2,797,000
April 14.....	4,130,000	6,708,000	1,480,000	1,142,000	2,880,000	2,695,000
April 21.....	5,387,000	7,163,000	1,300,000	734,000	2,582,000	2,107,000
April 28.....	4,194,000	5,660,000	798,000	1,011,000	557,000	3,286,000
May 5.....	4,927,000	7,630,000	719,000	479,000	1,212,000	2,448,000
May 12.....	3,790,000	6,876,000	1,262,000	3,915,000	1,027,000	3,915,000
May 19.....	3,274,000	8,850,000	1,102,000	1,296,000	1,578,000	5,143,000
May 26.....	4,273,000	10,978,000	292,000	1,058,600	2,135,000	4,783,000
June 2.....	4,460,000	8,662,000	433,000	1,214,000	4,357,000	3,367,000
June 9.....	10,817,000	7,267,000	743,000	942,000	4,067,000	3,340,000
June 16.....	8,998,000	9,123,000	533,000	1,106,000	2,712,000	3,050,000
June 23.....	5,721,000	8,000,000	535,000	475,000	2,866,000	4,132,000
June 30.....	5,373,000	6,825,000	336,000	948,000	4,725,000	5,833,000
July 7.....	4,399,000	7,071,000	420,000	545,000	4,791,000	2,570,000
	285,529,000	366,426,000	52,082,000	37,165,879	123,957,000	116,446,000



the highest July condition for the decade. Correspondents estimate that 425,000 acres of corn, 250,000 of which were in the northwest section, were overflowed during the June floods. Much of this land has been replanted. Apparently, the 1917 corn acreage will still be between 7 and 8% greater than for 1916, or slightly more than 7,900,000 acres. With the high quality of the wheat, the prospect is that these figures, if changed, will be raised rather than lowered. The original acreage for the Missouri wheat crop, as reported by Board of Agriculture representatives, was 1,799,513—approximately 1,800,000 acres. Of this, 14.4% was abandoned because of winter killing or was lost by overflows, high water during June having taken slightly more than 50,000 acres. Deducting the total estimated loss of 260,200 acres, there remain 1,539,300 acres from which to harvest the 1917 crop. This forecasts a yield of 18,471,600 bus., or approximately three and a half million bus. better than was indicated in the June report. On July 1 one-third of the crop had been cut and harvest conditions since that time have been ideal. Oats this year may break all records for the state. The condition is 100.6. Reports show 16% of the crop harvested by July 1. Wheat and oats have ripened at practically the same time and in a few instances the oat crop has been cut first. The preliminary estimate for oats indicates an average yield of 32 bus. On 1,115,920 acres the total indicated yield is about 35,710,000 bus., or double the average state yield for a 15-year period. Condition of flax 90%.—State Board of Agriculture.

## MONTANA.

Hingham, Mont., June 26.—Crops are looking fairly good but are in need of rain, especially the late seeding. Acreage has been considerably increased this year.—Carter Pendergast, mgr. Farmers Co-op. Elvtr. Co.

## NEBRASKA.

Beatrice, Neb., June 27.—Corn and oats crops are very promising.—J. P. Glandon.

Liberty, Neb., June 25.—Wheat will be 10% crop; oats will be big crop owing to wheat being winter killed; corn looks fine; acreage 20% larger than average.—C. W. Hageman, mgr. Liberty Grain Co.

## NORTH DAKOTA.

Stanton, N. D., July 3.—Crops are not very good around this region.—Geo. Boepple, mgr. Farmers Elvtr. Co.

## OHIO.

Maplewood, O., June 27.—Oats good and corn never better. It is clean and growing well.—J. M. Pence.

Vaughansville, O., June 27.—Oats and corn never better. Wheat acreage smaller than last year but condition good.—O. R. Risser.

Marion, O., July 1.—Wheat looks fine and will be ready to cut in about 10 days. Prospects for a large oats crop are fine. Corn acreage is very much increased and the stand is good.—Ruffing & Missler.

Columbus, O., July 1.—Wheat prospects compared with normal are 109%; barley prospect compared with normal yield is 98%; rye prospects are 99%; oats 108%. Corn estimated area for 1917 is 3,468,347 acres, compared with 3,143,797 acres in 1916. Condition is 89%. Wheat is well headed and should not fall far short of an average yield.—N. E. Shaw, sec'y Board of Agriculture.

## OKLAHOMA.

Lawton, Okla., June 26.—Wheat yield very light; test 61 lbs. and was fine hard wheat.—Lawton Grain Co.

Watova, Okla., June 28.—Wheat is good but acreage small. Oats good and acreage large. Threshing will commence next week.—A. D. Young.

Oklahoma City, Okla., July 1.—At time of harvest wheat showed condition of 68%, an increase of 7% over 1916. Average yield of total acreage is 9.5 bus. per acre, or yield of 27,113,000 bushels. Oats condition at time of harvest was 69%, or 13% above last year, with average yield 25.5 bus. per

acre. Total crop should be about 24,435,000 bus. Corn condition is 75%, 3% below last month and 11% below last year. Condition of kafir is 74%, milo 74%, sorghum 76%, broom corn 75%, and alfalfa 73%.—Frank M. Gault, pres. Oklahoma state board of Agriculture.

## Government Crop Report.

Washington, July 9.—The crop reporting board of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents, on the acreage and condition July 1.

	*Acres.	Con- dition.	†Bus.	1916.
Winter wheat...	27,653	75.9	402	482
Spring wheat...	10,039	83.6	276	158
All wheat...	46,692	78.9	678	640
Corn .....	121,045	81.1	3,124	2,583
Oats .....	43,161	89.4	1,453	1,252
Barley .....	8,379	85.4	214	181
Rye .....	3,772	79.4	56	47.4
Flax .....	1,939	84.0	17	15.5
Rice .....		85.1	34.4	40.7
Hay, tons.....	68,717	84.3	103	110

\*000 omitted; †millions.

## WINTER WHEAT.

	Condition		Forecast		Final estimate.	
	July 1		1917.		Five-yr.	
	10-yr.		condition.		aver.	
	1917.	av.	1916.	1911-15.		
	Pct.	Pct.	*Bus.	*Bus.	*Bus.	
N. Y. ....	83	87	8,286	9,030	7,773	
Pa. ....	84	88	23,856	26,125	21,987	
Md. ....	84	88	10,470	10,240	9,981	
Va. ....	87	89	17,434	16,250	11,295	
N. C. ....	88	88	10,344	9,975	7,236	
Ohio ....	91	79	33,161	20,250	31,566	
Ind. ....	76	78	26,750	19,440	34,606	
Ill. ....	75	77	24,176	16,225	38,631	
Mich. ....	75	82	13,403	13,600	15,198	
Iowa ....	75	86	3,181	6,290	9,615	
Mo. ....	75	78	23,971	16,575	35,377	
Nebr. ....	60	81	12,244	64,800	55,648	
Kan. ....	65	73	50,905	97,560	102,247	
Ky. ....	77	84	8,296	8,010	9,813	
Tenn. ....	72	85	5,560	7,958	8,789	
Tex. ....	71	74	15,341	13,200	14,179	
Okla. ....	70	72	31,552	29,585	26,681	
Mont. ....	67	90	11,755	11,825	12,986	
Colo. ....	80	84	7,277	7,400	5,552	
Utah ....	86	89	5,333	5,000	4,628	
Ida. ....	78	92	7,277	8,256	9,934	
Wash. ....	76	90	11,322	18,285	29,221	
Ore. ....	87	91	9,318	13,340	14,416	
Cal. ....	88	79	6,098	5,600	6,594	

U. S. 75.9 80.9 402,378 481,744 542,615

\*In thousands, 000 omitted.

## SPRING WHEAT.

	Condition July 1	Forecast 1917. From July 1	Final estimate. Five-yr. aver.	
	1917. av. Pct. Pct.	condition. 1916. *Bus. *Bus.	1911-15. *Bus.	
Minn. . . . .	87 85	58,342	26,645	57,981
N. D. . . . .	73 85	75,683	39,325	105,887
S. D. . . . .	89 80	44,389	22,050	38,372
Wash. . . . .	86	27,702	19,350	20,969

U. S. 83.6 84.2 275,970 158,142 263,746

\*In thousands, 000 omitted.

The amount of wheat remaining on farms July 1 is estimated at 2.5 per cent of last year's crop, or about 15,720,000 bushels, compared with 74,731,000 on July 1, 1916, and 30,943,000, the average of stocks on July 1 for the five years, 1911-1915.

## CORN.

	Condition		Forecast		Final estimate.	
	July 1	10-yr.	1917.	From	Five-yr.	
			July 1	July 1	aver.	
	1917.	av.	condition.	1916.	1911-15.	
	Pct.	Pct.	*Bus.	*Bus.	*Bus.	
Pa. ....	85		65,268	56,550	60,639	
Va. ....	88		62,805	60,990	49,292	
N. C. ....	87		63,277	53,650	54,904	
Ga. ....	87		63,974	62,000	59,401	
Ohio ....	85	84	160,936	115,762	153,493	
Ind. ....	80	85	196,654	174,658	180,926	
Ill. ....	81	84	368,466	306,800	343,571	
Mich. ....	81		54,470	45,375	57,226	
Wis. ....	82		66,990	60,840	58,771	
Minn. ....	79		91,403	84,420	80,743	
Iowa ....	86		393,361	366,852	325,719	
Mo. ....	86	81	222,442	132,112	183,103	
S. D. ....	87	85	91,868	84,075	73,347	
Nebr. ....	85		248,196	192,400	167,928	
Kan. ....	86	81	169,536	69,500	120,815	
Ky. ....	77	86	114,262	95,200	94,823	
Tenn. ....	86		102,394	84,500	84,329	
Ala. ....	84		71,016	46,688	57,066	
Miss. ....	84		69,115	47,600	59,943	
La. ....	84		37,376	44,814	38,258	
Tex. ....	78		97,020	131,100	135,500	
Okla. ....	81		65,592	53,325	70,623	
Ark. ....	84		59,770	45,135	50,265	

U. S. 81.1 83.5 3,123,772 2,583,241 2,754,164

\*In thousands, 000 omitted.

# Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

## ILLINOIS.

Annawan, Ill., July 2.—About 5% of oats and scarcely any corn back here.—J. C. Dewey & Co.

Wyanet, Ill., July 2.—About 15% of oats but no corn remains here.—Wyanet Farmers Elvtr. Co.

## KANSAS.

Wichita, Kan., June 29.—E. Kelley received the first carload of new hard wheat sold on the local exchange, the car containing 1,400 bus. of 61½ lb. No. 2 dark yellow hard wheat, shipped from Ingersoll, Okla.

## LOUISIANA.

New Orleans, La.—Clearances of grain at New Orleans during the month of May, 1917, were as follows: Wheat 2,003,550; corn 195,035; oats 544,270; barley 685,241; rye 60,000 bus., compared with May, 1916, wheat 1,981,297; corn 553,588; oats 7,590; barley 20,571; rye none. The total cleared since July 1, 1916, compared with the corresponding period previous season were as follows: To May 31, 1917, wheat, 22,945,813; 1916, 19,134,132; corn, 1917, 4,652,584; 1916, 5,717,129; oats, 1917, 2,699,163; 1916, 436,130; barley, 1917, 1,534,350; 1916, 26,441; rye, 1917, 60,000; 1916, none, as reported by W. L. Richeson, chief grain inspector.

## MICHIGAN.

Lansing, Mich., July 6.—The total number of bus. of wheat marketed by farmers in June at 66 elvtrs., 94 mills and to grain dealers is 101,336 bus. The estimated total number of bus. marketed and used by farmers in the 11 months, August-June, is 11,750,000 bus. About 166 elvtrs., mills and grain dealers report no wheat marketed in June.—Coleman C. Vaughan, sec'y of state.

## MISSOURI.

St. Louis, Mo.—A consignment of 6 cars of No. 1 northern blue stem wheat is en route to this market from Alberta, Canada.

## MONTANA.

Hingham, Mont., June 26.—This station handled about 400,000 bus. of grain last year.—Carter Pendergast, mgr. Farmers Co-op. Elvtr. Co.

## OHIO.

Celina, O., June 28.—About 200,000 bus. of oats, 100,000 bus. of corn, and 150,000 bus. of wheat are shipped from here annually.—Palmer-Miller Grain Co.

Cedarville, O., June 27.—This station ships about 75,000 bus. of wheat annually; formerly shipped about same amount corn but this has become a great feeding section and now only ship a very few cars each year; no oats shipped out to speak of as this is not an oats growing section.—Kerr & Hastings Bros.

## OKLAHOMA.

Lawton, Okla., June 22.—Shipped our first car new wheat today; farmers are inclined to hold.—Lawton Grain Co.

## TEXAS.

Wichita Falls, Tex.—It is reported that about 80 to 90 per cent of wheat is being stored on the farm instead of being marketed. Exporters are offering 10c above the market for it.

Galveston, Tex.—Clearances of wheat during May, 1917, were 781,372 bus., compared with 1,354,654 bus. in May, 1916. The total clearances since July 1, 1916, was 19,946,268 bus., compared with 28,676,388 bus. the year before. No other boat loads of grain sailed.—H. A. Wickstrom, chief inspector, Galveston Board of Trade.



## Wheat Movement in June.

Receipts and shipments of wheat at the various markets during June, 1917, compared with June, 1916, were in bushels as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
New York	18,021,400	.....	13,959,214	.....
Winnipeg	17,729,000	22,347,000	.....	.....
Minneapolis	4,961,930	8,205,600	3,528,890	2,482,050
Baltimore	2,620,360	2,725,866	3,176,989	1,915,817
Chicago	2,344,000	2,444,000	1,168,000	1,502,000
St. Louis	1,529,475	1,740,804	1,834,830	1,525,850
Kansas City	1,317,000	2,749,930	1,503,900	2,486,700
Milwaukee	500,000	404,250	695,254	215,845
Cincinnati	165,809	472,506	237,979	239,802
Detroit	128,000	58,000	150,000	134,000
San Francisco,	.....	.....	.....	.....
tons	5,944	9,519	.....	.....
Toledo	73,800	315,500	79,100	285,800
Indianapolis	53,000	126,000	13,000	34,000

## Corn Movement in June.

Receipts and shipments of corn at the various markets during June, 1917, compared with June, 1916, were in bushels as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Chicago	8,380,000	3,883,000	3,624,000	5,305,000
Baltimore	2,235,504	2,121,922	1,169,901	1,975,513
Indianapolis	1,711,000	1,501,000	495,000	616,000
Milwaukee	1,616,040	442,200	1,000,782	399,800
St. Louis	1,555,200	1,782,650	1,133,190	840,580
New York	873,600	.....	338,055	.....
Kansas City	787,500	1,161,250	1,088,750	3,365,000
Cincinnati	652,403	607,847	348,717	252,796
Minneapolis	493,520	277,720	481,690	291,340
Detroit	159,000	294,000	150,000	134,000
Toledo	138,000	196,200	32,200	111,600
San Francisco,	.....	.....	.....	.....
tons	649	495	.....	.....

## Oats Movement in June.

Receipts and shipments of oats at the various markets during June, 1917, compared with June, 1917, were in bushels as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Chicago	8,452,000	8,208,000	8,860,000	9,394,000
Winnipeg	8,110,000	10,922,000	.....	.....
New York	5,108,000	.....	2,609,508	.....
Baltimore	2,363,261	5,733,608	3,756,061	4,362,073
St. Louis	2,060,400	1,067,600	1,710,980	771,590
Milwaukee	2,050,200	2,432,360	1,281,896	2,435,586
Indianapolis	1,060,000	630,000	1,028,000	713,000
Minneapolis	694,610	2,628,700	5,490,710	3,199,910
Cincinnati	477,456	352,211	767,296	988,794
Kansas City	394,400	209,100	568,500	195,000
Detroit	209,000	241,000	35,000	352,000
Toledo	65,600	167,200	89,600	125,200
San Francisco,	.....	.....	.....	.....
tons	355	131	.....	.....

WE FEEL that we cannot get along without the Grain Dealers Journal.—Wright Co-operative Co., Fred M. Smith, mgr.

THE WORK FLOOR is no place to let grain and screenings accumulate. The man in charge of the elevator who values his reputation will keep his floor clean.

BEAN SEEDS estimated to be 3,000 years old and found in the wall of a cliff dwelling in Arizona, were planted by a California naturalist and are said to have grown.

## Rye Movement in June.

Receipts and shipments of rye at the various markets during June, 1917, compared with June, 1916, were in bushels as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Baltimore	251,922	853,954	86,653	1,043,315
Minneapolis	202,000	179,250	244,870	264,030
New York	192,500	.....	368,682	.....
Chicago	182,000	298,000	161,000	232,000
Milwaukee	55,895	166,380	73,800	208,420
Cincinnati	14,771	21,354	23,164	8,095
Detroit	13,000	22,000	5,000	17,000
Indianapolis	4,000	3,000	3,000	5,000
St. Louis	2,200	24,200	3,790	26,970
Kansas City	1,100	4,400	9,900	44,000
Toledo	600	4,500	500	5,000

## Barley Movement in June.

Receipts and shipments of barley at the various markets during June, 1917, compared with June, 1916, were in bushels as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Chicago	1,059,000	1,521,000	391,000	471,000
Minneapolis	970,210	2,921,840	1,265,530	2,324,060
New York	859,550	.....	107,851	.....
Milwaukee	628,500	1,055,640	179,450	227,480
Winnipeg	571,000	787,000	.....	.....
Baltimore	78,747	390,157	121,338	408,852
St. Louis	49,600	14,400	19,980	4,960
Kansas City	18,000	64,500	16,900	111,800
Cincinnati	5,816	67,649	1,908	35
Toledo	1,000	1,000	.....	.....
San Francisco,	.....	.....	.....	.....
tons	6,128	10,455	.....	.....

## State Grades on Old Contracts.

The Illinois State Grain Inspection Department has discontinued the use of the old state grades for wheat and corn on intrastate as well as interstate business, in compliance with the Grain Grades Act.

A car may be shipped interstate and under state inspection, however, as permitted by Chas. J. Brand in a letter of June 13, without complying with the law, when the shipment is to close a contract made for grain under the old rules, and the state inspection office is issuing certificates of the old grades for that purpose.

The federal grades are applied on all inspections of wheat and corn, except the spring wheat grade rules, which do not go into effect until Aug. 1.

I THOT I could get along without the Journal, but I miss it.—Andrew Ringlein, Bellevue, O.

WE HAVE been regular subscribers to the Grain Dealers Journal for the last ten years and consider the paper very highly.—Pease Grain & Seed Co., Beatrice, Neb.

SCOTT F. EVANS, manager of the Baltimore Pearl Hominy Co., has been named to represent the National White Corn Millers Ass'n before the government food control commission.

## Daily Closing Prices.

The daily closing prices of wheat and corn for September delivery at the following markets for the past two weeks have been as follows:

	June 25.	June 26.	June 27.	June 28.	June 29.	June 30.	July 1.	July 2.	July 3.	July 4.	July 5.	July 6.
Chicago	1.85	1.84	1.83	1.81½	1.81½	1.82	1.84½	1.89½	1.92	1.94	1.90½	1.90½
Minneapolis	1.78	1.80	1.77½	1.74	1.71½	1.72	1.79	1.85	1.90	1.93½	1.90	1.90
†Duluth	2.49	2.44	2.37	2.35	2.29	2.23	.....	2.25	2.31½	2.34	2.30	2.30
Omaha	1.83	1.84	1.80	1.82	1.78	1.81	1.82	1.84	1.93	1.95½	1.90	1.90
St. Louis	1.84	1.84	1.78	1.82	1.80	1.81	1.82	1.87	1.92	1.90	1.86	1.86
Kansas City	1.89½	1.91	1.84	1.84	1.84	1.82	1.84½	1.89	1.91	1.90	1.87	1.87
Milwaukee	1.85	1.84	1.83	1.81½	1.81½	1.82	1.84½	1.89½	1.92	1.93	1.90½	1.90½
Toledo	1.88	1.86	1.83	1.81	1.82	1.83½	.....	1.89	1.93	1.89	1.88	1.88
*Baltimore	2.50	2.50	2.45	2.20	2.20	2.20	2.25	2.30	2.30	2.30	2.25	2.25
†Winnipeg	1.97	1.96	1.94	1.91½	1.90	1.88½	.....	1.93½	1.99½	2.00	1.96½	1.96½

## SEPTEMBER CORN.

	1.48½	1.45%	1.47%	1.47%	1.46%	1.47%	1.50%	1.54%	1.54%	1.56%	1.54%	1.54%
Chicago	1.48½	1.45%	1.47%	1.47%	1.46%	1.47%	1.50%	1.54%	1.54%	1.56%	1.54%	1.54%
Kansas City	1.45%	1.42%	1.44%	1.44%	1.43%	1.45	1.47%	1.53%	1.53%	1.55%	1.54%	1.54%
St. Louis	1.48%	1.46%	1.48	1.48½	1.47%	1.48%	1.51%	1.56%	1.56%	1.59%	1.58%	1.58%
Omaha	1.47%	1.46%	1.47½	1.47%	1.47%	1.47%	1.50%	1.55%	1.55%	1.56%	1.54%	1.54%

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by re-  
porting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 83920 passed thru Parkersburg, Ia., July 2, eastbound on I. C. R. R. leaking yellow corn over front trucks. No chance to repair.—Anderson & Lynch, per W. L. Anderson.

L. S. & M. S. 88095 loaded with corn passed thru Austinville, Ia., June 30, with one door off, as did I. C. 48652. These doors apparently broken off in switching on account of cars not clearing properly.—W. G. Austin.

L. V. 82879 set out at Strawn, Ill., June 27, with end broken in by angle iron on car ahead. About 12 bus. of white corn leaked out.—H. Tjardes.

C. G. N. 14586 eastbound was leaking brown and golden flax badly on the right hand side at the bottom of car at Culbertson, Minn., June 23. I nailed the board tight, the best I could do.—J. T. Manning.

C. R. I. & P. 64475, loaded with oats, was transferred June 23 in yards at Brooklyn, Ia., having been wrecked with considerable loss of grain.—Brooklyn Lumber & Grain Co.

A. T. & S. F. 7959 passed thru Rantoul, Ill., June 19, leaking corn at head block.—J. C. McCrea, mgr. Rantoul Grain Co.

C. & E. I. 61295 passed thru Rantoul, Ill., June 19, leaking oats at drawbar. Think this car was loaded at Penfield.—J. C. McCrea, mgr. Rantoul Grain Co.

C. M. & St. P. 84200 was leaking very badly from broken studding when arriving at Farlin, Ia., June 15. It was set out here and patched up before sending on, but leak had been bad as the track shows yellow corn for 2 miles.—W. J. Banning, D. Milligan Co.

L. & N. 93530 passed thru Raub, Ind., June 14, leaking oats at side of car.—Lee Kelley, mgr. Raub Grain Co.

U. P. 78414 passed thru Central City, Neb., June 7 leaking wheat quite freely.—Wm. Palmateer, agt. T. B. Hord Grain Co.

L. H. & S. 3096 passed thru Palmer, Ia., June 6, via C. R. I. & P., leaking yellow corn at doorpost. Side was bulged out and looked like would be a big leakage. Reported it to train men but they pulled out without repairing it.—Palmer Grain Co.

G. H. S. A. 31675 and N. C. & St. L. 14905 passed thru Belle Center, O., going north on local, June 6, both leaking oats.—Belle Center Hay & Grain Co.

GOVERNMENT pooling of transportation and coal is recommended by the Federal Trade Commission in its report to Congress.

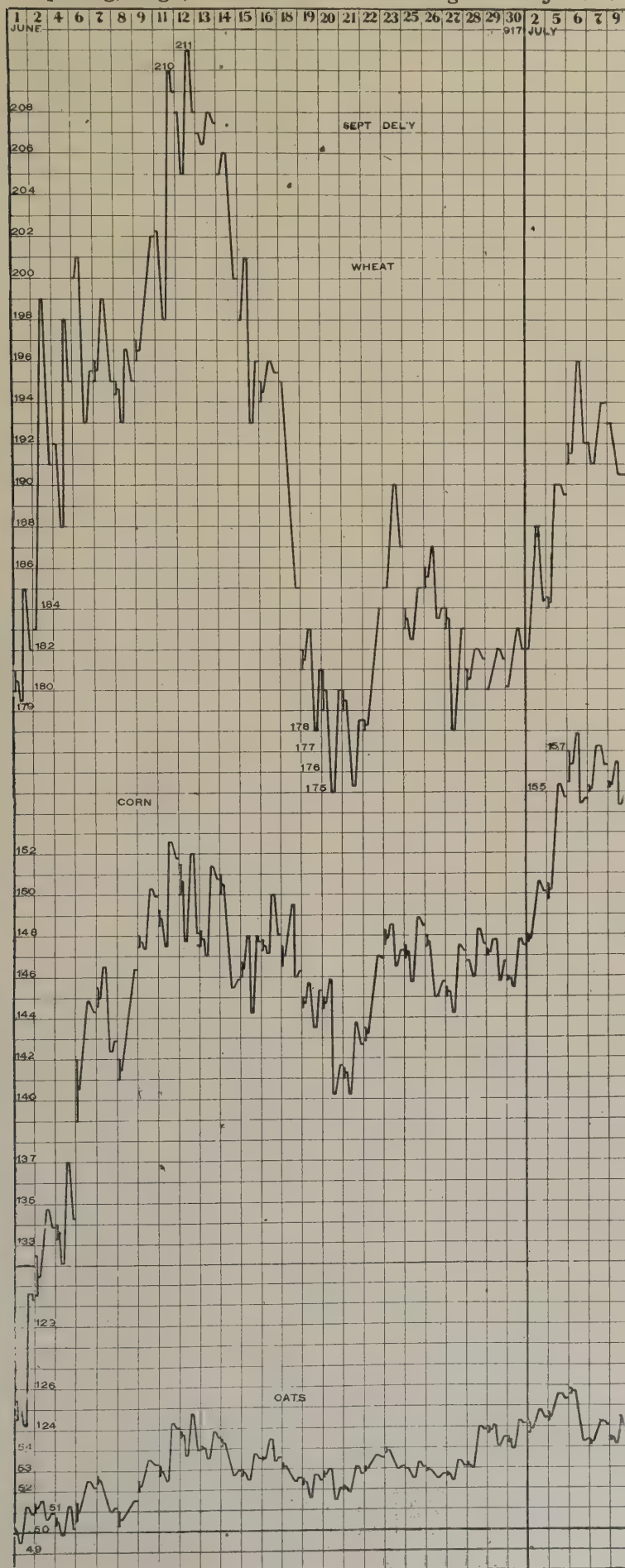
BULK WHEAT HANDLING in Australia has received additional impetus by the arrival recently in England of a cargo of bulk wheat from Australia in perfect condition.

RUSSIA's winter wheat area is semi-officially reported to have been reduced from 15 to 50 per cent in parts; and it is stated that spring wheat acreage will show a considerable decrease.

FRAUDULENT CHECKS are being cashed by a Kansas crook, using the name of the Buffalo Grain Co. and pretending the checks are remittances for salary and expenses. Watch for the swindler.



Opening, High, Low and Close at Chicago Since June 1.



## Grading Under the New Rules.

The country buyer is now in position to adopt such practices in the grading of the wheat which he purchases from his farmer patrons as to inspire the highest degree of confidence in his decisions, and to accomplish this end he need only follow the method of procedure recommended for licensed inspectors. As the drawing of the sample is the first step in determining the grade of a lot or parcel of grain it should be considered at the outset. The following brief summary gives the facts which must be kept in mind:

1. At least five probes, and as many more as may be necessary, should be drawn from the grain in different parts of the wagon.
2. The grain so drawn should be thoroughly mixed, and such mixture, or a typical portion thereof, be used in making the analyses.
3. If it appears that the grain has been so loaded as to fraudulently conceal inferior grain, then a sample of the inferior grain must be considered as constituting a sample of the entire load.
4. If the grain be in sacks samples may be drawn from a number of sacks, selected at random, or from each individual sack.
5. The sample should be at least two quarts in size. If a moisture test is to be made about one and one-eighth pints of the sample should be placed into an air tight container immediately and kept there until the test is to be conducted.
6. If a part of the load is of distinctly low quality, but with no evidence of fraudulent loading, an effort should be made to take samples from both the good and the poor portions, keeping each to itself so far as possible.

After the sample is secured it should be analyzed to determine the several factors which affect the grade. Certain mechanical devices are necessary if this work is to be done properly, yet the Dept. of Agri. does not require that even the licensed inspector use any special apparatus. If he is sufficiently skillful he may use only his hands, eyes and nose, but it is needless to say that the inspectors will adopt those devices which will make for exactness and uniformity. If the dealer will do likewise he will stand before his customers as one who is well prepared to give accurate opinions as to the true grade of the grain which he examines. And at the same time he will be protecting his own interests by having true grades upon which to base his bid for the grain.

Most dealers will need to learn how to operate the testing equipment, and the manufacturers of the various machines will be very glad to furnish printed instructions for their care and handling. If these are studied carefully and followed to the letter the results will be very satisfactory.

In the past it has not been possible to place a grade upon a sample of grain without placing a great deal of reliance upon mere personal opinion as to certain elements. Today the same opinion is just as valuable as it ever was, and in addition it is quite easy to prove beyond question that the opinion is correct, or otherwise, as the case may be. It is that feature of the new grades that is most important. Guesswork may be eliminated and results standardized. But if the dealer desires to realize these benefits he must learn the grade rules and then apply them according to the approved methods.

The federal rules governing the grading of wheat were published in the Grain Dealers Journal for Apr. 10, page 574, and the equipment necessary for grading wheat was specified in the "Asked-Answered" department of the issue for June 25.



# Uniform Trade Rules

By V. E. BUTLER

For more than a year the Advisory Committee of the Grain Dealers National Ass'n has had under consideration the question of rules at terminal markets that would be uniform on all questions of importance that affects the country shipper or the first commercial transaction that enters into the marketing of the grain crops of the country.

At state meetings we found that the country dealer has been slow to advance his opinion from the floor of the convention, while the terminal dealers through their appointed committees have not hesitated to express their approval or disapproval in no uncertain argument and at considerable length.

The purpose of these discussions at the state meetings was to bring forth the opinion of country shippers as to the advisability of presenting rules for final discussion with the different terminal markets and as to whether the proposed rules are considered fair and reasonable or unfair and impracticable. Thus far we have found no serious objections that cannot be overcome if a spirit of fairness is entered into in the solution of the question involved by those most interested.

It is my purpose to try and give a recapitulation of the rules together with the object of the rules and the objections raised at the meetings so that you may at least get a reflection of sentiment of the trade in general.

**Rule 1—Diversification of Property:** Its purpose is to fix a definite and satisfactory weight upon which settlement may be made. All terminal markets have some kind of official weights governing settlements in that market, and the shippers to those markets are satisfied to accept such weights or it is reasonable to suppose they would not ship to the market. That being the case it has been held by the committee that such weights must be furnished. However the rule places no restrictions on the forwarding of such shipments to any other market where Board of Trade, State or disinterested weighing departments are maintained where an official weight certificate can be furnished. The rule does prohibit the forwarding of shipments to interior points without the written consent of the shipper. The reason for this prohibition is based on the theory that the owner or shipper of grain should have the right to determine the method of the disposal of his shipment if it is to be on any other basis than that provided within the market where shipped.

The rule also provides that where shipments are diverted the settlement shall be made upon the sworn certificate of weights of the receiver, and that such certificate shall contain or be accompanied by a complete seal record and car condition report. The object of this section of the rule is to provide a better record of weights from interior points than is now furnished at many places. Also a record that can be furnished to substantiate claims that may be made against railroads for shortages.

There has been two objections to this rule. That of obtaining the written consent of the shipper before diverting shipments to interior points, and the other, that of furnishing a complete seal record and car condition report. The objection to the diversion section of the rule was to be expected as some markets even go so far as to say in their rules that such weights as can be furnished at interior points must be accepted by the shipper in settlement provided the weights are sworn to.

Other markets are distributing points to interior points where a large part of the receipts are sold to mills and feeders. The principle objection was based on the time that it would require to get consent from the shipper as many times it is possible to get a premium over the local market for grain for outside points but trades must be made quickly. Another objection was that a shipper should have enough confidence in his commission man to know that the commission merchant was always looking out for the best interests of the shipper to the extent of placing his sales to the best advantage and, therefore, the commission man should not be restricted in his capacity as agent for the owner.

In answering the last objection, first, I wish to say any country shipper who has that confidence in his commission merchant, or merchants, would have no objection to giving to him or them a written order to divert his shipments, and by so doing would

do away with the objection of time or the appearance of lack of confidence. Many shippers would do so. However, there are many who would not do so for the reason that many believe the premiums paid does not cover the liability of error in weights.

The objection to the record of seal and car report was based on the inability of the receiver to give a complete record. The objection being the wording of the rule in regard to this feature rather than the intent of the rule. It appeared to the committee that the rule proposed was of equal protection to shipper and receiver.

**Rule 2 covers interest charges on Consignments; on To Arrive Sales and on Track Sales.** The intent of this rule is to fix a definite time at which interest charges on shipments shall begin and end.

A misconception of this rule has been general as it seemed to be the impression that there was an attempt being made to fix the interest charge. Such is not the case as the proposed rule specifies in the first place that interest shall only accrue at such terminal markets as charge interest on advances. In those markets that do not charge interest there would be no occasion to promulgate such a rule. In those markets that do charge interest on advances on consigned grain it is the purpose of the committee to ask the promulgation of a rule that definitely fixes the length of time that the shipper should pay interest, in the belief that the purchaser should bear some of the burdens of this charge after a lapse of an adequate time for unloading.

Many markets have a rule that provides that the purchaser must pay at least 75 per cent of the value of his purchase after seven days has elapsed providing the seller makes demands for same. This rule extends the time one day to cover delay in ordering cars. The rule also provides that a Finance Committee shall determine the interest charge that may be charged and notice shall be given by posting such rates as they may determine adequate under the conditions that may prevail from month to month.

On sales made "To Arrive" the rule provides that interest may be charged on advances to and including the date of inspection. This section is a change from general practice, but the committee feels that on such sales interest should only be charged for such time as is necessary to determine the unknown factors in the trade, and the grade is the only factor to be determined through other sources than those who make the trade, and when the grade is determined it is reasonable to suppose the other conditions have been cared for and the trade is complete and the weighing is only incidental to the settlement.

On sales made "On Track" at country points no interest charge shall be made unless by specific contract. The reason for such rule is that such purchases are made subject to the billing instructions of the purchaser and he should assume all of the burdens of his contract unless otherwise arranged for.

But very little objection has been raised to the section of this rule applying to "consigned" grain but on "To Arrive" grain most of the representatives from terminal markets have claimed it would be an injustice to them to pay the interest charge before they can get possession of the property. There may be some justice in their claim but it hardly seems fair to ask the country shipper to pay interest for a longer period than dealers do who trade between terminal markets as most of the markets provide that no interest charge shall be required on purchases made in other terminal markets, and the committee has incorporated the same provision in their rule on the theory that a grade has been determined on terminal market transactions.

**Rule 3 Reporting Sales** covers a practice followed in many markets but not in all. The rule was drafted for the purpose of having the facilities of the terminal markets gather such information as would be of value to the country shipper in helping him determine as near as possible the value of the grain offered to him from day to day. Also for the purpose of furnishing a disinterested record of the disposal of his property to which he might refer in case of dispute as to the relative value of cash grain as compared with other cash grain of like quality and condition.

The objection to this rule has been raised

by those markets where the reporting is not made to any established Grain Reporter on the ground that it requires too much time to make out the slip and that the time within which transactions are made is somewhat limited and the imposing of any more "red tape" would detract from the efficiency of the floor salesman.

The markets now having similar rules such as Minneapolis, Omaha, Kansas City, Indianapolis and some of the eastern markets report a favorable working of the rule and find it no hardship to comply with its requirements and say it is of great benefit to the market and calls forth much favorable comment from the country shipper.

**Rule 4 covers the acts of Principal and Agent and Subsidiary Companies** and is drafted for the purpose of making all markets open and broad for the selling of consigned grain. Minneapolis, Omaha, Kansas City, Buffalo, Indianapolis and Chicago have a similar rule altho Chicago has stipulated in its rule that it shall not apply in the exchange of cash property. There seems to be no opposition to this rule in so far as the discussions have disclosed.

**Rule 5 covers Settlement of Over or Under Deliveries** upon contracts and is an attempt to make all markets uniform as to the time when the price shall be determined upon the excess or deficit, and also fixes a basis of settlement where car loads are the units of the transactions by fixing the weights according to the official classification No. 44 effective Febr. 1, 1917.

Almost all markets have some basis of settlement for these transactions, but many of them are very indefinite and there is a considerable variation in the rules that apply. Baltimore provides a price be fixed on day of arrival. Philadelphia has no provision for settlement and provides for an allowance of 5% in the weights as specified in their rules. Indianapolis provides for settlement day unloaded. Buffalo has a rule substantially as the one proposed. Memphis provides the date of unloading the last car. New Orleans the date of arrival. Minneapolis the closing market price the date of unloading. New York provides a 5% leeway, but also provides the seller must make an allowance of 1/2 cent per bushel to the buyer on the amount of deviation from quantity, the price to be the official closing price the date of tender. Duluth has no rule covering the question. Chicago provides that settlement shall be made on the day on which the excess or deficit is ascertained and made known to each party. St. Louis provides the price shall be determined on the next business day after the last car is unloaded at the current market price of that day on their market.

You will notice that altho the differences are small they are confusing.

There has been no serious objection to this proposed rule.

**Rule 6 Reinspection** covers a point of great interest to the country shippers and has brought out much discussion. The time allowed for reinspection has been the cause of a great deal of dissatisfaction for the reason that some markets have almost no limit of time for which the shipper must guarantee the grade of his grain. It is the intent of this rule to definitely fix the responsibility of the shipper and buyer. The first section provides that grain shall be deemed to have been purchased by sample or grade, or sample and grade and establishes the fact that samples are official samples and that reinspection may be called by the buyer of such grain.

The second section refers to the time within which reinspection may be called on the different grades of grain that has been consigned on the open market, or the theory that the shipper can well afford to carry or guarantee the better grades of grain for a longer period than for the lower grades which are sold at a price under the better grades. The lower grades are not very largely for conditioning possibilities and the consequent raising of the grade and are usually bought at a discount sufficient to warrant the expense of prompt handling.

The third section covers sales of grain "To Arrive" from country points that is subject to terminal market inspection.

The fourth section refers to grain sold by sample to be delivered from country points.

The fifth section provides a penalty for plugging cars and places all the risk and expense for reloading on the shipper. However the buyer has the privilege of accepting that part of the car that is up to grade, but must call for reinspection on the off-grade part of the car and the price on same must be established by a grain discount committee of the exchange.

Section six provides that reinspection can not be called if cars are reordered to



other points after the first order is given. In other words the reorder from the first destination constitutes final acceptance on the first inspection.

Section seven provides the time of guarantee of grade on all cars loaded too full for thoro sampling or inspection and defines what condition constitutes an overloaded car, and under what conditions such cars must be reinspected, and what constitutes delivery under these conditions.

In the discussion of this rule as a whole much opposition has been expressed against the idea that the shipper should be compelled to guarantee grades of any grain beyond a period of 24 hours after the first inspection.

Some have said that the provisions of re-inspection would probably be defined by the Federal Government, but personally I do not take that view for thus far it has not been indicated that the right of contract would be interfered with.

**Rule 7—Car Condition Reports:** Has to do with the furnishing to the shipper a car seal and car condition report that is more complete than the rules now in effect in some markets require. There is now greater need for these items than in the past for the reason it is becoming more difficult to recover claims, and for that reason the markets of the country should give all the available information that can be had. There has been no objection raised to this proposed rule.

**Rule No. 8—Contracts:** Undertakes to specify the meaning of contracts made for grain for deferred shipment or deferred arrival; also the delivery day for such contracts. This rule also protects the buyer of grain at terminal markets who buys grain to arrive from country points. The committee believing that virgin grain should be delivered upon such purchases.

**Rule No. 9 designates time for payment** in case of delay in unloading where the delay runs for more than 192 hours (8 days) and also provides that the grain unloaded before the lapse of the 8 days shall be paid for on the following day after the grain is unloaded. There has been no objection to this rule.

**Rule No. 10** is a rule of the Omaha Grain Exchange which in its fairness appealed to the Advisory Committee and was incorporated in the proposed rules with the broadening of the rule to include co-partnerships.

**Rules Nos. 11-12—Arbitration:** Cover the question of arbitrations and the method of making the report of findings. This rule was drafted with the idea of creating a way by which the non-members of exchanges could avail themselves of the machinery of the exchanges in the settlement of disputes. Some exchanges provide for such methods, but a great many of them do not.

In conclusion it must be understood that these rules are only tentative and drafted for the purpose of discussion so that the

Advisory Committee may form their opinion as to what subjects shall be considered in their final report to the National Assn's Trade Rules Committee.

## To Specialize in Telephone Trading.

Our illustration shows a corner of the long distance telephone trading room of the Strong Trading Co., Wichita, Kan., where the business of making deals by phone has become so extensive as to engage the full time of several men, using a total of eight lines, six of which are regular trunk lines, with one special and one private line. The equipment is of the very latest in type; each trader is provided with an operator's head band receiver and chest transmitter, both hands thus being free to handle papers and make notations while talking. Information cards with a special visible index system place the required data at his finger ends and it is not necessary to interrupt a conversation to look up freight rates or other figures which may vitally affect the business which is being transacted.

The Strong Trading Co. is the name under which the Wichita business heretofore known as B. Strong Grain & Coal Co., will in future be conducted. No change will be made in the name at Conway Springs, where a grain and coal business is carried on.

The action of this firm in preparing to handle its telephone trading in a proper manner is evidence of its progressive spirit, and is also an indication of the part which the telephone has come to play in modern business. In the buying and selling of grain between the farmer and the country dealer and between the latter and the broker or other receiver at the terminal market this instrument has almost supplanted all other methods of communication, both because of the time which it saves and on account of the personal touch which it provides.

This has come to pass, notwithstanding that a telephone conversation gives to a contract no higher degree of validity than is provided in the statutes for any other oral contract. Agreements made by this means must be supplemented by a written confirmation, and occasionally a difference is found to exist in the minds of the

traders as to the exact details involved. However, when we consider the very great number of grain sales and purchases which are made by phone each day it is an evidence of the honesty and integrity of grain men that there are so few cases of dispute.

**BARON DEVONPORT** has resigned as British food controller because of ill health. He was appointed by the Lloyd George cabinet on Dec. 10, 1916.

**REHABILITATION** of Russian railroads at an expense to Russia of \$375,000,000 by the immediate construction of cars and locomotives is urged in a cablegram from Chairman Stevens of the American Railroad Commission to Russia.

**DUTIES** on mixtures of screenings and wheat were the subject of a protest by grain importers heard recently at the office of the collector of customs at Duluth, Minn. Wheat is free; and it is contended the duty should be assessed on the screenings separately.

**BREWERS** used 3,390,399,000 lbs., and distillers 3,603,911,000 lbs. of grain and molasses in the manufacture of cattle food and distilled liquors and beer, according to computations by the professors of economics in Harvard University, during the year ending June 30, 1916.

**THE MOST** northerly farmer in the Dominion of Canada growing wheat to any extent is Sheridan Lawrence at North Vermillion, Alberta, who shipped 2,200 bus. May 27 by river 300 miles to Peace River Crossing, thence June 6 by rail to Edmonton and Winnipeg, where it arrived June 14, and was graded No. 3 northern.

## Coming Conventions.

July 11, 13.—Northwestern Grain Dealers Ass'n at Mammoth Hot Springs, Yellowstone Park, Wyoming.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

July 31—Michigan Hay & Grain Dealers Ass'n at Saginaw Mich.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.



Telephone Equipment in Office of Strong Trading Co., at Wichita, Kan.



### War Affecting the Grain Trade.

RICE EXPORTS have been prohibited by the government of British Guiana.

ROUMANIA is reported by the Germans to have 2,700,000 acres of wheat to be harvested.

THE SURPLUS corn crop in South Africa has been taken over by the British government at 14s 3d per 200 lbs.

PAYING more than the maximum fixed by law for foodstuffs subjects the consumer to heavy fine and imprisonment in Italy.

THE SHIPPING BOARD has officially taken over 87 German ships seized when war was declared. Their tonnage is over 500,000.

A GRAIN and potato crop distribution com'te has been named by Lord Devonport to advise the ministry of food. Anker Simmons is chairman.

ITALY has decreed the establishment of minimum prices for cereal crops, credits to farmers and use of war prisoners and military hands for farm labor.

ABOUT 25 DUTCH and other neutral vessels have been loaded with grain at the eastern seaboard but are unable to sail because letters of assurance cannot be obtained.

ARGENTINA will receive 200,000 tons of wheat from Australia, it is thought, on the allied agreement for immediate release of Argentine wheat to be replaced in September.

A SACK of rye flour that cost \$4.30 in Norway before the war now costs \$16, reports the U. S. Consul at Bergen. Coal for baking costs \$53 per ton, against \$4 before the war.

GREAT BRITAIN in 1918, which is not so far away, will grow enough wheat for home consumption and have some to spare, said Rowland E. Prothero, pres. of the board of agriculture.

ALL FLOUR in public hands has been taken over by the Danish government, and all dealers were required to give a statement of stock on hand. The stocks were paid for and the government has since conducted the flour trade.

SWEDEN has requisitioned all supplies of corn and rice in excess of 100 kilos, and all supplies of grain in excess of 10 kilos. Supplies of peas in excess of 500 kilos not in the possession of farmers have been requisitioned.

FLOUR made of soy beans or peanuts is recommended by the U. S. Dept. of Agriculture for mixture with wheat flour in the proportion of 1 to 3, to save wheat. Bread so made contains 40 to 80 per cent more protein than pure white flour bread.

IN ENGLAND, we have used all the importers to handle trade on a small commission. The intermediaries and mills are also working on a small brokerage. We have succeeded in keeping in active operation all the firms in the grain trade. All three interests are working together. Had such action been taken in times of peace, it might have caused a revolution, but when nations are at war, things are different. In using the private trade, business is done better than it would be by outsiders. There is food enough in the world, but much of it is shut out by submarines. There are large supplies which cannot be had, and there is a great army of men and women serving in the industries as well as in arms. Canada, Australia and India have good supplies, but these are not readily available.—Alan G. Anderson, chairman of the allied wheat buying commission.

THE GERMAN government has provided threshing crews to take the care of the threshing off the peasants, because they have other work to do. Officers will indicate where the crops are early and will provide threshing machines and coal. The government is offering farmers premiums for delivery of grain before Aug. 15 and Sept. 1.

THE FOOD SITUATION in Poland is critical, the chief of the department of the interior of the provisional government stating that the harvest is likely to prove much worse than last year's. The population is threatened with famine in the German occupied territory, including great industrial centers such as Warsaw, Lodz and Seznovic.

THE HIGHEST PRICE on record for Indian corn in England was paid at Liverpool June 8 at an auction of damaged yellow Argentine corn held by T. B. Duke & Co. The price was 19/6 per 100 lbs., equal to \$2.66 per bushel of 56 lbs. If the United States farmer could get anything near \$2.66 per bushel for corn his riches soon would surpass the wildest dreams of average.

IN THE FRENCH SENATE during debate recently M. Perchot criticized the policy of the government, declaring that the policy of keeping the bread price down to 45c per kilo (about 2½d per lb.) by means of imports of foreign wheat sold at a heavy loss, amounting to 500 millions of francs in 1916-17, was a great mistake. A better plan would have been to allow the bread prices to rise to their natural level and give assistance to poor people who could not pay them; there was no reason to reduce prices for all consumers. Had prices advanced, there would have been a reduction of consumption and waste would have been prevented. The action of the government in fixing prices discouraged growers, with the result that the decrease of acreage has been accentuated.

THE COM'ITE OF MILLERS called into conference with Food Administrator Hoover has addressed the millers of America stating that it has proposed to co-operate with the government and to administer the operation of the mills under Hoover's general directions so as to make them self controlled yet absolutely subservient to the good of the nation and its allies. Members of the Millers National Federation have been requested to indicate their purpose to co-operate upon demand.

THE RUSSIAN Central Food Com'ite in a recent manifesto stated that of the 772 million poods of grain and flour required under the scheme elaborated by the Tsar's last Minister of Agriculture, only 53 per cent had been tendered, and less than 33 per cent actually received at the date of the outbreak of the revolution. The new Cabinet decided to take over for distribution the entire stock of grain in the country, but some time was required to realize this comprehensive scheme, and in the period from the middle of March to the middle of April only 58 per cent of the normal requirements of the army and 41 per cent of those of the civilian population were covered. After that, things got considerably worse, owing to the unusual violence of the spring floods, which not only inundated the roads, but swept away railways and some important bridges, thus preventing the prompt forwarding of supplies. At the end of April the stocks in hand in the Government warehouses were little more than a half of what they should have been to provide for the impending needs of the army and population.

CANADA has appointed a food controller, W. J. Hanna, former provincial sec'y of Ontario, to govern price, storage, distribution, export and consumption of foods in hotels and private homes.

MANY FLOUR MILLS in Kansas have been closed to avoid loss by the expected maximum price regulation. C. V. Topping, secretary of the Kansas Millers Ass'n, says: "As soon as Mr. Hoover is able to give out information stating how far he will go in the regulation of grain and food, the mills will again become active."

FOR DELAY in loading the cargo of grain for the Belgian Relief Com'isn, the Norwegian steamer Imo has been libeled for \$2,000,000. The captain of the boat delayed loading because so many of the relief ships have been sunk; but since the libel proceedings, he has started loading and will probably proceed after giving bonds. The Com'isn libeled the ship for non-fulfillment of contract.

### Hoover's Statement on Food Control.

From the written statement read by Herbert C. Hoover before the Senate Com'ite on Agriculture, the following is taken:

We have thought out a method which is still subject to debate, but we believe it may to a large degree remedy the difficulties in handling this commodity, and to do so with a minimum disturbance to our distributing agencies.

In order to solve these difficulties and to stabilize the price of wheat, the proposal is to set up a wheat commission that will buy the surplus wheat of the country, regulate the storage of it from a transportation point of view, and be prepared to carry it until such time as it is required for export or alternatively, if necessary, to sell part to our domestic market.

If something of this kind is not anticipated we may see a relapse in the price of wheat because of the inability of our commercial bodies to carry the load of excess quantities. On the other hand, by the judicious use of this purchasing power it appears that we may be able to stabilize the price. We cannot see that a loss can possibly be made on this operation because we are able to enter into a contract with our allies tomorrow by which they will purchase from us any wheat which we can give them at any price which we see fit to charge.

I think we all realize that we must maintain during next year a high level of prices in order to stimulate production, but there is a point in the stimulation of production where there is a loss of commensurate results in added production, and a point where we are trespassing on the rights of consumers. The Canadians have said they would consider a righteous price of a dollar and seventy-five cents to two dollars per bushel. I do not suggest this as the price—it will depend much on the ebb and flow of demand, but we can at least stabilize price by having in our control the great excess quantity of wheat which we can anticipate coming to the market the early part of the season.

We believe that by our controlling the balance wheel of wheat at the interior terminals we shall be able to co-operate with the millers in order to assure them a supply and to do away with the necessity of large forward purchases by them. We believe that we will be able to lay before the railroads a simple problem of transporting a given amount of wheat from our stocks in the interior terminals to stocks belonging to ourselves or our allies at seaboard. Thus we will have simplified the transportation problem to a considerable degree.

EVERY TIME you mention the Grain Dealers Journal when writing an advertiser, you assist us in helping to improve grain trade conditions.

BREAD MADE from two-thirds of wheat flour and one-third kafir corn flour is being displayed by B. C. Christopher & Co. of Kansas City, and several loaves of it have been sent to Herbert C. Hoover, at Washington. The bread is a trifle heavier than wheat bread, but has a good taste.



## Embargo on Food Exports.

On July 9 Pres. Wilson issued a proclamation making effective the provisions of the Act of June 15, 1917, under which he was given authority to prohibit the exportation of foodstuffs and war materials. The order will become effective July 15, and thereafter it will be unlawful, and punishable by fine of not more than \$10,000 and imprisonment not to exceed five years, to export any of the articles mentioned except under special license.

Food grains, flour and meal therefrom, fodder and feeds are included in the list and the Sec'y of Commerce will issue licenses in conformity with the orders and regulations of the President.

The embargo applies alike to all foreign nations, whether neutral or belligerent, and its obvious purpose is to place within the hands of the government absolute control of shipments from this country, in order that an excessive amount may not go to any country.

## The New Exports Council.

By executive order Pres. Wilson has created the Exports Council, comprising Sec'y of State Lansing, Sec'y of Commerce Redfield, Sec'y of Agriculture Houston and Food Administrator Hoover. Mr. Wilson says:

The exports council will be merely advisory to the President.

There will, of course, be no prohibition of exports. The normal course of trade will be interfered with as little as possible. The whole object will be to direct exports in such a way that they will go first and by preference where they are most immediately needed, and temporarily to withhold them, if necessary.

This policy will be carried out, not by prohibitive legislation, but by a system of licensing exports. In brief, the free play of trade will not be arbitrarily interfered with; it will only be intelligently and systematically directed.

The new board will have a staff of 200 to carry on the actual work of licensing under the direction of Dr. E. E. Pratt. The actual direction of the board will be in the hands of the State Department.

## Food Control Bill Amended.

THE SENATE ADDITION July 2 of steel, iron, copper and their products; hemp, jute, cotton, wool, lead, timber, lumber, and the joint products of either; hides and skins, farm implements and machinery, fertilizers and their ingredients to the foods in the Food Control Bill makes it a misnomer to call the measure the Food Control Bill, and while strenuously opposed by some, will make it plain that no interest is to be favored by exemption. Farmers will be more reconciled to limitation of the price of their product when farm machinery and fertilizers are subject to control.

THE OFFICIAL BULLETIN of the Com'ite on Public Information announced July 2: Herbert C. Hoover, food administrator, conferred with the Agricultural Com'ite concerning changes in the pending administration food bill. A number of administrative changes were suggested. Among the suggestions submitted was one that the food control proposed should be made applicable to farmers' and gardeners' co-operative ass'ns. The com'ite probably will agree to remove the existing exemption of grain elevators of farmers' organizations used for public purposes, but it is not inclined to relinquish the exemption as to ass'ns not organized or operating for profit.

HERBERT C. HOOVER in a letter to Senator Sheppard, who took up the matter of food control at the request of H. B. Dorsey, sec'y of the Texas Grain Dealers

Ass'n, writes: "It is my feeling that the commercial channels of trade should be interfered with as little as possible, and except for the necessary correction of possible abuses in the trade, I hope to see the food commerce of the country flow in the natural channels and by private enterprise."

## Policy in Export Control.

President Wilson recently made the following statement on export control:

Our primary duty in the matter of foodstuffs and like necessities is to see to it that the people associated with us in the war get as generous a proportion as possible of our surplus. It will also be our wish and purpose to supply the neutral nations whose peoples depend upon us for such supplies as nearly in proportion to their need as the amount to be divided permits. There will thus be little check put upon the volume of exports, and the prices obtained for them will not be affected by this regulation.

This policy will be carried out, not by prohibitive regulations, therefore, but by a system of licensing exports which will be as simply organized and administered as possible, so as to constitute no impediment to the normal flow of commerce. In brief, the free play of trade will not be arbitrarily interfered with; it will only be intelligently and systematically directed in the light of full information with regard to needs and market conditions throughout the world and the necessities of our people at home and our armies and the armies of our associates abroad.

The Government is taking, or has taken, steps to ascertain, for example, just what the available present supply of wheat and corn is remaining from the crops of last year; to learn from each of the countries exporting these foodstuffs from the United States what their purchases in this country now are, where they are stored, and what their needs are, in order that we may adjust things so far as possible to our own needs and free stocks; and this information is in course of being rapidly supplied.

The case of wheat and corn will serve as an illustration of all the rest of supplies of all kinds. Our trade can be successfully and profitably conducted now, the war pushed to a victorious issue, and the needs of our own people and of the other people with whom we are still free to trade efficiently met only by systematic direction; and that is what will be attempted.

HOWARD B. JACKSON of Chicago has been appointed a member of the advisory board of the government food commission at Washington.

BUSINESS is exceedingly good. All the farmers are expecting a bumper crop. War is hell, but quite a few are enlisting from here.—H. H. Duncan, mgr. Moore Milling Co., Moore, Mont.

ARGENTINA imported 29,111 metric tons of beans during the 5-year period, 1910-14, of which Chile contributed 18,698 tons; Austria-Hungary, 3,844; Italy, 2,286; France, 1,517; Germany, 1,122, and the United States 2 tons.

THE MILWAUKEE CHAMBER OF COMMERCE has joined with the state millers ass'n in a campaign for increased production of wheat and rye in Wisconsin. All grain dealers of the state, as well as bankers, are connected with the movement. A conference will be held shortly to arrange the necessary preliminary work.

## The Barefoot Dealer of Carlton.

The grain dealer is interested in the price of leather not only because he must sometimes purchase leather belting, but more especially because himself, the wife and the kids wear shoes made of that material. At least, that is true for most dealers, but J. M. Haigler, grain dealer of Carlton, Okla., has practically eliminated his personal consumption of shoe leather through the simple expedient of having gone barefoot eight or nine months out of each year since 1876.

The process is not patented and anyone may adopt it without fear of suit for infringement. It also appears not to have been detrimental to Mr. Haigler's health, for, as can be seen by a glance at the photograph which is reproduced herewith, he is hale and hearty even though 75 years of age and a soldier of the Civil War. He has operated an elevator at Carlton since the Frisco railroad was built through that section and the station established, and handles all of the business himself.

A matter of still more interest to grain dealers is his total indifference to the car situation. According to his letterhead he "Buys everything but has nothing for sale," and if he sells nothing he ships nothing, so he does not worry if cars are scarce and prices falling.

Mr. Haigler states that he finds much enjoyment in going barefoot, and it would be interesting to know whether he is often beset with the "stone-bruise" experience of the average man's barefoot days.

KEEP the Journal coming. I would not do without it.—E. R. Ballou, Belmond, Ia.



J. M. Haigler, Barefoot Dealer of Carlton.



### Completely Equipped Canadian Elevator Firm.

Davidson & Smith possess the unique distinction of being able to buy grain direct from the farmer, ship it to the lake terminal, load out of their own elevator into boats, build the ships and write the insurance, all without going out of their own offices.

J. L. Davidson at Vancouver, B. C., and J. R. Smith at Fort William, Ont., are the principals, who began in the grain trade 7 years ago with the small wooden elevator at Fort William, illustrated herewith, and used as a mixing house. Now they are interested in the Globe Ship-building Co., at Superior, Wis., the Massey Steamship Co. and Briton Steamship Co., of Duluth, Minn., the J. J. Jackson Chartering Agency and R. J. Henderson & Co., the Terminal Grain Co., of Winnipeg, Man., which is about to erect a line of country elevators in Manitoba, Alberta and Saskatchewan; B. J. Ostrander & Co., Winnipeg representatives in the export and commission business, while the Fort William end of the business is handled by the Fort William Grain Co., and Davidson & Smith.

Besides five lake steamers the firm

owns a hospital ship, which picks up the off grades from the 19 elevators in the harbor and with its own machinery discharges the cargoes, about 100,000 bus. a day, at the big plant for cleaning and drying, saving several thousands of dollars annually in switching charges.

The Fort William Grain Co. is a large shipper of screenings, and has recently purchased a modern factory building, near which to erect an elevator, the whole to be used as a feed mill to convert screenings from all grains into stock feed.

The large elevator shown in the engraving herewith is the central pivot of the firm's activities, and is situated on the bay front at Port Arthur, Ont., on a joint slip with the government elevator. The house is built of reinforced concrete thruout and has a capacity of 1,750,000 bus. Like the other elevators at the Canadian head of the lakes it is operated by electric power derived from water falls, the equipment including 30 motors of 700 horsepower installed on the unit system.

The receiving capacity is 100 cars per 24 hours, 15,000 bus. per hour by marine leg and 15,000 bus. per hour from the steamer Fryer, which is a self-unloader.

Grain is shipped out thru five legs and corresponding spouts, discharging 40,000 bus. per hour each. The capacity of the driers is 2,500 bus. per hour and of the cleaners 12,000 bus. per hour. The plant was erected by Barnett-McQueen Co.

### Grain Convention at Minneapolis.

The Minnesota Country Grain Dealers Ass'n met at the West Hotel, Minneapolis, June 27. No set program had been arranged and Pres. R. E. Jones called the meeting to order for a roundtable talk at dinner.

Sentiment was decidedly in favor of the resumption of future trading on the grain exchanges, the fear being expressed that farmers will not market grain at prices which the grain dealers would be forced to pay to protect their purchases. Some farmers, it was said, have threatened to hold their wheat and market it themselves rather than take from 15c to 50c under the current market quotations.

Pres. Jones: Attention has been called to the desirability of our enlarging our membership by taking in all independent mills and elevators.

Mr. O'Halloran: I feel that every independent elevator and mill should be in this organization.

A. Speltz, Albert Lea: We have had some competition from country mills in buying wheat, but I feel that we would both profit if they were in this organization.

B. P. St. John: I move we solicit membership from all independent country mills and elevators. Carried.

Mr. Speltz. If we could arrange some method by which claims could be collected from railroads we would have a strong inducement to offer prospective applicants for membership. The only way now to collect claims, especially from the Rock Island, no matter how good the claim, is to fight it out in the courts. I had one case where the car door was wide open, a hole in the load which showed that approximately 60 bus. had been taken out, and wagon tracks leading to and from the car were plainly visible; but the Rock Island refused to allow a claim. They passed it on to the C. M. & St. P. and the two roads passed it back and forth.

C. L. Spaulding, Warren: Suppose we go into the new crop movement with conditions such as they now are, with no chance to hedge. What do you think will be the attitude of the banks?

Mr. Crandall: I do not think banks will trouble old customers who have been doing business with them for some time.

After some discussion of the relative merits of different kinds of coal the meeting adjourned *sine die*.

Those present included: C. S. Christensen, Madelia; F. E. Crandall, Mankato; Marcus Johnson, Atwater; R. E. Jones, Wabasha; Mike O'Halloran, Minneapolis; C. L. Spaulding, Warren; A. Speltz, Albert Lea; M. Stephenson, Spring Valley; B. P. St. John, Worthington.

SPANISH IMPORTS of barley, maize and wheat, in metric tons, in 1915 and 1916 were as follows: 1915, barley 884, maize 206,621, wheat 371,425; 1916, barley 32, maize 108,056, wheat 314,906.

I AM SURE that every grain man should have the Grain Dealers Journal. They have many difficulties to contend with and the Journal is a great source of valuable information. — Walter Hunsaker, agt. Cherokee Mills, Carmen, Okla.



First Small Elevator of Davidson & Smith at Ft. William, Ont.



## Percentage Basis for Dockage.

It seems to have been the intention of the Dept. of Agri., in promulgating grades for wheat under the Grain Standards Act, to adopt the dockage principle which has long been in use in the spring wheat states; but the dockage principle as provided for in the rules contained in Service and Regulatory Announcement No. 22 will make necessary an entirely new basis of reckoning for all men engaged in the handling of wheat, no matter where located. This is because it does not provide for dockage at a definite number of pounds per bushel, which has been the standard in the Northwest, but for dockage stated in terms of *percentage*. The following regulation appears in Sec. 3 of the announcement:

The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain, including the dockage. The percentage of dockage so calculated shall be stated in terms of whole percentum and half percentum. A fraction of a percentum when equal to, or greater than, a half shall be treated as a half, and when less than a half shall be disregarded.

In order to illustrate the application of the principle, let us consider a load of wheat weighing as follows:

Gross .....	4,310 lbs.
Tare .....	1,310 lbs.
Net .....	3,000 lbs.

Further assuming that the wheat in this load is subject to a dockage of 2%; that when so docked its grade is No. 2; and that such wheat is worth \$1.00 per bushel, we have this series of calculations to make:

Net weight of load.....	3,000 lbs.
Dockage at 2%.....	60 lbs.

Quantity clean wheat.....	2,940 lbs.
Equals bushels 60 lbs. each....	49.00
Value at \$1.00 per bu.....	\$49.00

In arriving at the various percentages, more especially when a half per centum is to be considered, there will be a great number of fractional pounds to handle. The most practicable way for making allowance for this is to disregard the fraction when it is a half or less, and to treat it as a whole pound when it is greater than a half. Then, since all tables of grain values advance by 10-pound breaks it will be necessary to continue this principle of "give and take" in computing the amount due the farmer for the wheat which remains after the percent of foreign matter has been calculated and the quantity of clean wheat remaining in that load has been determined.

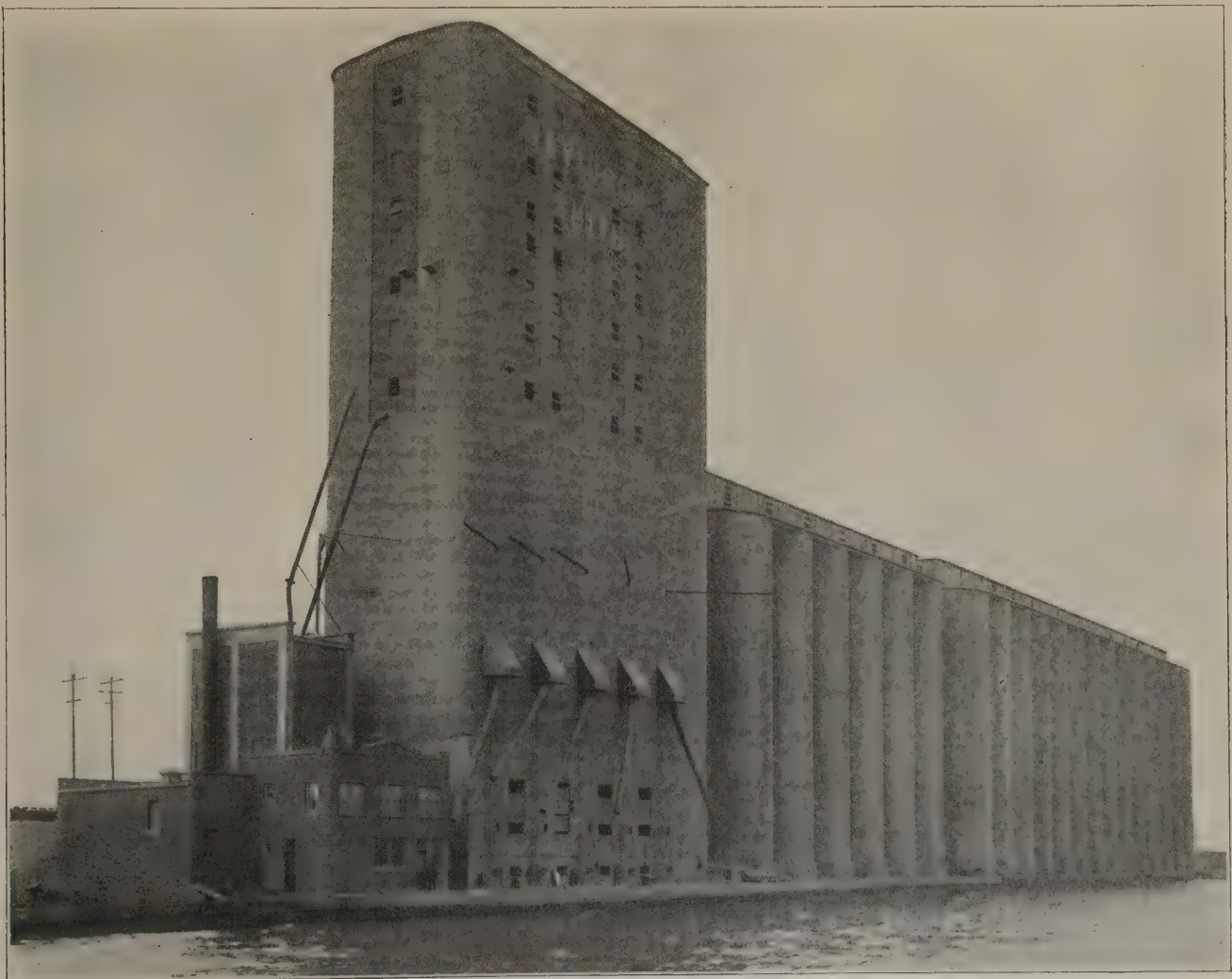
THE ASSOCIATION of Official Seed Analysis of North America held its annual convention at Detroit, Mich., June 19, 20 and 21, at the Hotel Ponchartrain.

## Fifteen Per Cent Rate Advance Denied.

On June 29 the Interstate Commerce Commission denied the plea of the railroads for a horizontal increase of 15 per cent in freight rates. At the same time ten roads north of the Ohio river and east of the Mississippi were granted increases of approximately 14 per cent in class rates, thus virtually allowing the eastern lines about 4 per cent increase in gross freight revenue.

Coal, coke and iron ore are among the commodities which will be affected by the advance. In its decision the Commission merely suspended the other proposed tariffs until Oct. 28, but it indicated that no rehearing of the case will be of value at this time and suggested cancellation of the tariffs.

The railroads based their claims upon the statement that more income is needed to offset increases in expenses, but the commission found that the general operating results, looked at in the large, thru a series of years, show on the whole a substantial improvement, general prosperity, and, by comparison with former years, ample financial resources with which to conduct transportation, and was not convinced by the record that the granting or refusing to grant increased rates will facilitate or retard the successful prosecution of the war.



Latest Elevator of Davidson & Smith at Port Arthur, Ont. [For Description See Facing Page.]



## Seeds

LANSING, MICH., July 6.—Condition of clover for the state is 98%.—Coleman C. Vaughan, sec'y of state.

OFFICE EMPLOYEES of the Albert Dickinson Co. and the Twin City Trading Co. at Minneapolis, Minn., held their annual picnic June 30, over 100 participating.

FLORA, ILL.—L. J. Kieth, of the Flora Seed & Milling Co., has installed a Monitor Cleaner, Polisher, and Grader of 100 bus. per hour capacity at his plant at Iuka, Ill.

INDIANAPOLIS, IND.—The Seed Com'te of the Board of Trade appointed for the following year is composed of E. M. Burge, chairman, T. C. Crabbs and L. Urmston.

CORDELE, GA.—The Dixie Seed Farms will construct another building for cleaning, handling and storing of seed grains, peas and beans. They will install new machinery.

THE ALFRED J. BROWN SEED CO., Grand Rapids, Mich., has registered trademark No. 103912, on seeds, using a representation of a goblin and claiming use since May 1, 1910.

COLUMBUS, O., July 1.—Timothy prospects compared with normal crop are 84%. Three per cent of clover has been damaged by grub worm.—N. E. Shaw, sec'y Board of Agriculture.

DES MOINES, IA., July 3.—Some clover is ready to cut in the southern counties. The crop, however, is poor because of so much of it being killed.—Geo. M. Chapel, U. S. Department of Agriculture.

SEATTLE, WASH., June 19.—This section of Puget Sound does not produce field seeds except peas. Outlook fair considering backward spring. Carryover stocks in hands of dealers small.—Seattle Seed Co.

HARRISONBURG, VA., June 18.—Farmers here save practically no hay for feed. At least 95% of clover, timothy, alfalfa, alsike, blue grass, and red top is shipped here from other states.—The Wetsel Seed Co., Inc.

NEW YORK, N. Y.—The following com'te on seeds has been appointed by the New York Produce Exchange for the ensuing year: W. Jacot, M. H. Duryea, E. Wehncke, O. W. F. Randolph, and Chas. Wimmer.

DAHLGREN, ILL.—C. A. Maulding Co. has installed Monitor Cleaners, Polishers and graders of 100 bus. capacity per hour at its seed houses at Wayne City, Ill., known as the Wayne City Seed Co., and at Keene Station, Ill.

COLUMBIA, MO., July 7.—Much old clover was winter killed; weeds are bad; timothy has shown some outcome but many meadows are full of white top; alfalfa is fine, and all hay is being saved in good shape; condition of timothy is 76; clover, 75; alfalfa, 90; broomcorn, 74.—State Board of Agriculture.

VICKSBURG, MISS., July 5.—A few very fancy seed oats of the Fulghum variety have been marketed in the Southeast at an enormous premium, bringing for extra choice lots as high as \$1.50 per bu. f. o. b. local stations. The other variety of red oats, which is largely of the improved Texas stock, have been moving readily at as high as 90c per bu. f. o. b. Vicksburg.—V.

HARTFORD, CONN., July 3.—No grass seeds are grown commercially in this part of New England. Dealers are not carrying very large stocks. We expect at least a normal demand for seed this fall.—Olds & Whipple.

TOPEKA, KAN.—Governor Capper estimates that 2,000,000 bus. of seed wheat will be needed in addition to the amount available; and a plan is being worked out under which a fund of \$5,000,000 will be subscribed to buy seed.

FT. WORTH, TEX.—The Seed Department of the Chamber of Commerce has been discontinued and all stock disposed of. During the time it operated it distributed over 45,000 pounds of seed to more than 600 individual farmers, who saved in excess of \$1,200 on their seed purchases this spring.

NASHVILLE, TENN.—An involuntary petition in bankruptcy has been filed against the Cumberland Seed Co. by C. E. Wood and Norman Farrell, Jr., of Nashville, and the Anderson-Hunter Co. of Franklin. The Cumberland Co. has been engaged in the seed business at Nashville for a number of years.

TOPEKA, KAN., June 23.—Sorghums require warmer weather. Kafir area is 1,448,000 acres, 358,000 acres more than last year. Condition is 69%. Milo area is 369,000 acres, condition 66; feterita acreage is 230,000, condition 65.9; cane acreage is 777,000, condition 76.—J. C. Mohler, sec'y, state board of agriculture.

COUNCIL BLUFFS, IA., July 3.—Very little alsike grown in this section for seed. Clover and alfalfa seed mostly all winter-killed. Spring seeding of clover is looking fine. We do not look for much timothy to be threshed, as hay is very scarce. Little seed of any kind carried over. We look for a large demand on alfalfa seed for fall seeding, to fill in where it was froze out.—Younkerman Seed Co.

A CLOVER THRESHER has been purchased by the Province of New Brunswick, Canada, which is at the disposal of any farming community within its jurisdiction which desires to be independent of imported clover seed. In one county shortly after the machine was purchased 300 bushels of red clover seed were threshed. As announced by the Department of Agriculture, charges for threshing include only operating cost during actual running time of the machine. This has been estimated to be about \$1.37 per hour. The department provides two expert machine hands, extra help when required to be supplied by the farmers.

### Wholesale Grass Seed Dealers Meet.

The Wholesale Grass Seed Dealers Ass'n convened in Detroit June 18, many interesting topics being discussed. Among the papers read was that of W. A. Wheeler, specialist in seed marketing, U. S. Dep't Agriculture, on keeping record of seed stocks. The following officers were re-elected for the ensuing year: A. E. Reynolds, Crawfordsville, Ind., pres.; C. C. Massie, Minneapolis, Minn., vice-pres.; W. R. Jossman, Detroit, Mich., sec'y-treas. The old board of directors was re-elected, and C. N. Smith, Boston, was continued as attorney. A mid-winter session was authorized to convene at the call of the president and board of directors, and an invitation was extended from Louisville, Ky., by Geo. L. Hayes, for this session. The delegates were entertained in the evening as guests of the Caughey-Jossman Co. at a dinner at Lakeside Inn.

### From the Seed Trade.

PETOSKEY, MICH., July 2.—Not very much clover and timothy seed saved in this locality, but prospects are good for another bumper hay crop.—Lou S. Darling Seed Co.

ROCHELLE, ILL., July 3.—The 1917 clover crop around Rochelle is practically a failure owing to the 1916 seeding being winter killed. Timothy acreage is reduced, but the fields remaining are in fairly good condition and promise fair returns, which growers signify will be used for forage instead of for seed. Clover carry-over is very limited, with several carloads of timothy in the nearby territory.—Rochelle Seed Co.

HAMILTON, O., July 6.—Outlook for clover seed is about normal, with clover acreage probably slightly smaller than the average. Plant condition is good for first crop has been harvested as early as usual. Conditions are favorable for rapid growth of the second crop and seed results should be satisfactory. Alsike acreage is limited and seed harvest will probably be small. Southwestern Ohio does not produce any quantity of other grass seeds, but is an importer of timothy, alfalfa, and bluegrass.—The Eikenberry Bros. Co., E. C. Eikenberry, Sec'y.

WINONA, MINN., July 2.—Large acreage timothy plowed up and put to grains, and much that is left is running heavily to clovers so that timothy seed crop promises small in our territory. Stocks that were carried over were largely marketed on recent advance, altho some is still being firmly held. Clover looks best ever, stands everywhere heavy. First crop is being cut a little late, but plenty of moisture to give second crop an excellent start. If dry weather should turn up at filling time, crop shud be large in this section.—Northern Field Seed Co.

TOLEDO, O., July 6.—Seed market resting easy, business light. Trade watching crop developments. Weather mostly favorable. Good weather has held prices in check, but has not depressed them to any extent. Seed crop is not yet made. Liberal fall demand expected. In timothy, the high hay prices are a temptation to cut for hay instead of letting stand for seed. Hay crop of U. S. may be short 7 million tons. Looks like short yield of timothy even under most favorable conditions, and a large acreage was plowed up for grains. With crop hazard still ahead for seed crop, Bears are likely to go slow in pressing the market at this stage. General high price levels are the fashion in 1917, and this has its effect.—Southworth & Co.

LINCOLN, NEB., July 2.—Most of the clover was killed out here last winter, but our acreage was not very heavy. Considerable of that killed has been replaced by reseeding. Not much alsike sown here. Prospects are for a pretty fair timothy seed and hay crop. It is a question at present what the farmers are going to do in regard to saving the seed crop. About 50% of alfalfa was killed out last winter, and 20 to 25% reseeded. Undoubtedly the larger part of the balance will be sown this fall. Not much carry over in any line of seed. Some alfalfa carried over, but most all high grades have been picked up. Some low grades still in hands of farmers. It is doubtful if there is enuf seed in the state to take care of the reseeding this fall. Blue grass fields look well, but very little of this is saved for seed.—Griswold Seed & Nursery Co.



TOLEDO, O.—Clover seed still sleepy. It will soon arise from its slumbers and attract fresh trade. Weather has been very favorable. Will the second crop, which makes the seed, secure a good start? General impression is that we may have larger yields than usual, although the acreage in some sections is smaller. July and August weather will decide the price. Pit conditions are important. Open trades at present are smaller than any recent season. Longs of old seed are standing pat. They have not put out any material hedges. Prices are above an average and those who generally buy early are indifferent. Large dealers like to see low prices early because they are compelled to buy freely in the Fall when the farmers wish to sell and wait until Spring for their answer. Their wishes are not always granted. Clover seed generally fluctuates several dollars, several times each season.—C. A. King & Co.

WE LIKE the Journal very much.—Central Grain, Lmbr. & Supply Co., Central, Ill.

## Timothy Movement in June.

Receipts and shipments of timothy at the various markets during June, 1917, compared with June, 1916, were as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Chicago, lbs.	1,117,000	704,000	779,000	162,000
Milwaukee, lbs.	84,486	60,000	241,862	204,900
Cincinnati, bags	1,091	106	867	689

## Clover Seed Movement in June.

Receipts and shipments of clover at the various markets during June, 1917, compared with June, 1916, were in pounds as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Chicago	307,000	.....	157,000	39,000
Milwaukee	132,907	9,350	3,800	128,440
Cincinnati, bags	701	866	352	870
*New York	1,100	.....	664	.....

\*Includes timothy, alfalfa, and other grasses.

## Flax Movement in June.

Receipts and shipments of flax at the various markets during June, 1917, compared with June, 1916, were in bushels as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Winnipeg	759,000	633,000	.....	.....
Minneapolis	565,000	362,860	17,285	6,970
New York	192,500	.....	192,500	.....
Chicago	182,000	298,000	161,000	232,000
Milwaukee	55,695	166,380	73,800	208,420

## Exports and Imports of Seeds.

Exports and imports of seeds during April, 1917, compared with April, 1916, and for the 10 months ending April, 1917, compared with the same period in 1916, as reported by E. E. Pratt, chief of Bureau of Foreign and Domestic Commerce, were as follows:

IMPORTS.				
	April 1916.	April 1917.	Ten mos ending April 1916.	1917.
Castor beans, bus.	45,913	93,805	525,641	647,182
Flaxseed, bus.	626,700	465,188	11,666,076	9,874,913
Red clover, lbs.	4,856,557	278,671	31,817,098	5,044,801
Other clovers, lbs.	419,809	717,598	7,774,840	11,372,688
Other grass seed, lbs.	776,987	900,588	8,290,932	8,289,352
EXPORTS.				
Castor beans, bus.	.....	.....	.....	40
Cotton seed, lbs.	325,928	59,811	2,356,094	954,046
Flaxseed, bus.	73	317	2,483	819
Clover seed, lbs.	652,337	622,422	6,863,698	5,449,202
Timothy, lbs.	918,992	913,885	12,961,141	14,155,217
Other grasses, lbs.	226,637	606,449	3,131,102	4,697,579

## Garnishment of Proceeds of Draft.

Slight differences in the crediting of the proceeds of drafts by the banks are constantly leading to decisions by the courts that are apparently contradictory.

The shipper and the buyer may handle the drafts and Bs/L in identically the same way in every case, and naturally expect their legal position as to garnishment or attachment to be the same in all cases; but it is never certain that the funds are not subject to garnishment until it is known whether the bank taking the draft accepted it as a cash item or for collection.

Rubber stamping the draft "Accepted as Cash Purchase" by the first bank handling the paper, or by the shipper before presenting it, would avoid all this costly litigation. At first it would seem objectionable to the bank, as depriving it of recourse against the maker of the draft, if for some reason payment was refused at the destination. On the other hand it would be notice to every subsequent handler of the draft that the proceeds were not subject to attachment or garnishment.

In reversing the decision of the district court of Wichita County in the case of West Texas National Bank v. Wichita Mill & Elevator Co. the Court of Civil Appeals of Texas recently was compelled to trace the handling of the draft thru several banks and to inquire into the good faith of the shipper and the initial bank in order to determine the right of the banks to the proceeds.

Some wheat having been grown in that part of Texas, a cotton buyer, Dell Hatch, in Howard County, bot and paid for wheat with his own money, and by arrangement with J. L. Allen, grain dealer residing at Colorado, Tex., who was to resell the wheat and share the profits, presented a draft drawn by Allen on the Wichita Mill & Elevator Co., to the bank at Big Springs. Neither indorsed the draft, but Dell Hatch indorsed Allen's name to the shipper's order B/L. The draft was forwarded to the Ft. Worth bank and to the Wichita bank, passing as cash items thru these banks, and was paid by the Wichita Mill & Elevator Co., immediately after which the Wichita Mill & Elevator Co. served a writ of garnishment upon the Wichita bank to hold \$760.32 alleged to be due and for which plaintiff subsequently got judgment against Allen.

The Court of Civil Appeals held: If the testimony is true Hatch was the true owner of the fund to be collected on the draft drawn by Allen, and on delivery of the draft to the Big Springs bank assigned his right to the bank. If we disregard this testimony entirely the appellee has failed to make its case. We cannot take the testimony, conclude that it is untrue, and from it deduce presumptions directly contrary thereto that Allen, Hatch, and the bank were in this way attempting to cover up the real transaction and thus defraud Allen's creditors without any other testimony whatever to support such conclusion.

We do not think that the custom shown to exist among banks in accepting drafts of this kind, with reference to charging back to its immediate indorser or customer the amount of funds for which credit had been given on receipt of the draft in the event it is not finally paid, would change the character of this transaction and destroy the effect of the successive deliveries of the draft as constituting an assignment of the funds; the holder of a draft on non-payment has a cause of action against all indorsers and the drawer, but this right does not defeat his ownership of the draft and rights incident to it. The right to charge back under the circumstances is nothing but a method of enforcing the liability of the indorser or drawer of the draft.

We do not think the finding that the funds belonged to Allen and those findings that are collateral to it as made by the

court below, as above stated, are sustained by the evidence.—194 S. W. Rep. 835.

## Prepare for Soft Corn.

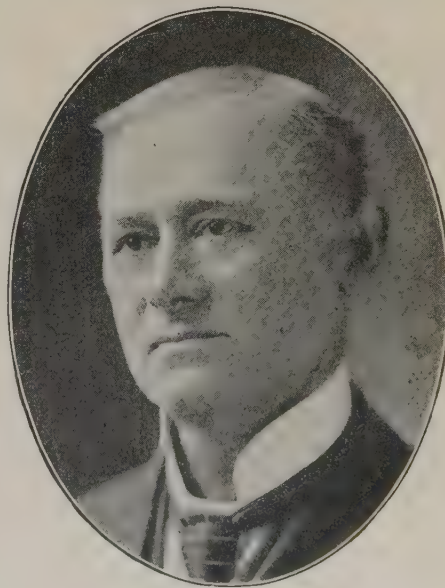
The country has a very large acreage of corn and in no locality has the plant attained a growth equal to that of an ordinary year at this date. The reason for this lies in the lateness of the season. The seed went into the ground behind time, rains and cool weather retarded its germination and development, it was necessary to replant much of it, and unless the unexpected happens we will see a great deal of it going onto the market next fall soft and heating. We all remember 1915, and the troubles which were experienced. The present season bids fair to repeat those trials. The dealer who buys corn from the farmers should consider these things, and proceed at once to take the steps necessary to handle damp and immature grain. Corn containing a high percentage of moisture should not go into bins or cars under any consideration. In view of the probable conditions the dealer has but one protection promptly to install conditioning and drying devices to enable him to place the corn in condition for safe shipment. If he would have the apparatus for use when corn begins to move there should be no delay in placing the order, for neither labor nor materials are equal to the demand, and the war's demands are rapidly increasing. Act now!

CHICAGO elevators hold only 10,000 bus. of contract wheat, while a year ago they contained 4,561,000 bus.

NEW ZEALAND has purchased 1,500,000 bus. of wheat from Australia to make up the deficiency in this crop, which is 4,633,334 bus., against 3,575,519 a year ago.

## Death of Walter Webb.

Walter Webb, for years engaged in the grain trade at Memphis, Tenn., as a member of the firm of Webb & Maury, died recently as the result of an accident. He was returning from a hospital where his brother was ill and was riding a bicycle. An automobile which struck him caused injuries that proved fatal. The firm of Webb & Maury retired from business at the time of Mr. Maury's death, and since that time Mr. Webb has operated a hay warehouse. A portrait of Mr. Webb is given herewith.



Walter Webb, Memphis, Tenn., Deceased.



### Old Wheat and Corn Grades.

The wide variations in the different grades of grain exhibited by the grain inspection departments at the time of the great Des Moines meeting of the National Ass'n, impressed progressive men of the trade with the extreme folly of any market trying to gain an advantage over another by undergrading grain. That exhibit, way back in 1901, started the demand for uniform rules and uniform grading.

Federal rules and federal supervision of the grading under those rules was demanded because it seemed to afford the only real means of attaining the much desired uniformity, and it is gratifying to note that most of the grain inspection authorities have already adopted the new federal rules for grading wheat and corn, for the guidance of their inspectors. Here and there, however, crops out a discordant protest in the form of a threat to use the elastic rules of the old, indefinite days in intrastate business.

It is generally presumed that federal laws have no control over such business, but the sentiment of the trade is in favor of uniformity, and if we are to avoid confusion and unlimited disputes and differences, the federal rules must be used in intra as well as interstate business.

Any effort to continue the use of two sets of rules in a market is sure to work to the disadvantage of the market and the detriment of those who patronize it. Every grain dealer who does business in different sections of the country recognizes the great advantage of doing away with the old rules and regulations, and seeking to facilitate the grain business of the country thru the general adoption of single standards and gradings thruout the land.

### Missouri Inspection Fees.

Effective July 2 Jas. T. Bradshaw, grain warehouse commissioner of Missouri, has made the following regulations for Kansas City, St. Louis and St. Joseph:

After July 1, 1917, moisture tests, required by government rules, will be made on all cars of wheat and corn, for which service the Department will charge a fee of 25 cents per car.

All grain arriving and inspected in railroad yards at these state inspection points, that is reconsigned for interstate shipment must go out under an "out inspection certificate" of the Department. If interstate shipment is made within 48 hours after the car is inspected in the yards on arrival, an "out inspection certificate" will be issued by this Department without charge, but at the expiration of forty-eight hours from the time of the in-inspection in the railroad yards, another inspection of such cars that become interstate shipments, will be required, for which additional service another inspection fee of 65 cents will be charged.

An inspection fee will not be charged on "transfer cars" previously inspected by this Department, provided the cars are transferred within 48 hours from time of inspection in the railroad yards, but if not transferred within that time another inspection of such "transfer cars" will be necessary, for which service the Department will charge another inspection fee of 65 cents per car.

Effective June 16, 1917, this Department reduced the inspection fee from 50 cents to 15 cents per car on all cars going into the public elevators in Kansas City, Mo., which had been inspected by the Kansas

Department in Kansas City, Kan., and this small fee of 15 cents per car will be charged for reviewing such cars except when the grade is not sustained and a complete inspection of the car and moisture test must be made, in which case the inspection fee on such cars will be 50 cents per car, the price heretofore charged on all cars inspected in Kansas City, Kan., and taken into public elevators in Kansas City, Mo.

Owing to this reduction in the inspection fee on these so-called "foreign cars," this Department has increased the in-weighing fee at public elevators and warehouses from 40 cents to 50 cents per car, effective June 16, 1917.

AN ORDER issued June 28 by the British Board of Trade forbids any purchase or sale of raw cotton except under special license. The Liverpool Cotton ass'n adopted its new rules the same day, confining trading in futures to buying by spinners or importers against sales of actual cotton.

ARGENTINE YIELDS of grain in 1916-17 were, according to late official estimates, as follows: Wheat—Santa Fe, 207,000 tons; Cordoba, 355,000 tons, and Entre Rios, 55,000 tons. Flax—Santa Fe, 45,000 tons; Cordoba, 12,000 tons, and Entre Rios, 5,600 tons. Oats was a total failure in all three provinces. The tons are metric, of 2,204.6 lbs. each. The drouth was one of the worst known in Argentina. Commencing in April, it lasted thru to December, with only occasional rainfall, and then not enuf to soak the ground before evaporating. The winter (southern hemisphere) was one of the coldest on record and was marked by repeated frosts.

THE MILWAUKEE Chamber of Commerce recently wired Washington: The Board of Directors of the Milwaukee Chamber of Commerce protests against the passage of any legislation prohibiting the manufacture of beer and light wines as an unwarranted destruction of property and business and an untold hardship to employees and depriving the country of large sums of revenue at a time when most needed and as wholly unnecessary and inadvisable in view of the trifling conservation effected at such tremendous economic cost unless after thoro and careful investigation on the subject by the proper departments of the Government such drastic action is found necessary and advisable and then only to become effective upon a future date, which will allow sufficient time for the owners of property to safeguard themselves against the resulting certain loss.

THE POSSIBILITY of the adoption of the prohibition amendment to the food control bill has unsettled the barley trade. There is naturally an almost total lack of buying demand, and severe declines in values have been recorded during the last week. With favorable weather, the barley crop likely will exceed 250,000,000 bu., the trade estimating the probable crop fully 30,000,000 to 40,000,000 bu. greater than the June estimate of the government. Should the prohibition amendment carry, the probability is that the bulk of this vast quantity of grain will be sold for feed, at about one-half of last season's prices. Based on new oats values, around 55c a bushel of 32 lbs., the barley for oats mixing purposes will hardly be worth over 75c a bushel of 48 lbs. This crop of barley, if largely sold for feed in oats mixtures, would add materially to the oats crop.—Somers, Jones & Co.

### Chicago Board Stops Trading in July Corn.

For several days the price of corn for July delivery at Chicago had been creeping upward towards the cash price of \$1.82 per bushel until on July 5 it reached \$1.62½, only 2½c under the maximum limit of \$1.65 placed by the Board some time ago.

With cash corn so high it became a certainty that there would be defaults in delivery, and to meet this situation the directors of the Board and Pres. Joseph Griffin appointed a com'te of three, A. V. Booth, E. W. Wagner and R. A. Schuster to establish a settling price, which was made \$1.65, and announced the following rule, effective July 6:

Every seller of July corn not notifying his purchaser before 1:15 o'clock July 9 of his intention to settle his July, 1917, contracts upon the basis of the price thus fixed shall be deemed to have elected to deliver the property, and in case of his failure to deliver settlement shall be made at the price plus the penalty provided in rule 23, and to this extent the resolution of the board of directors of June 13, 1917, is modified. All transactions in indemnities in July corn July 5 shall be declared null and void and the seller shall return to the buyer the purchase price of the indemnities.

"A TRADE that is not worth organizing is not worth following."—Pres. Eikenberry of the G. D. N. A. to the Ohio dealers at Toledo. By putting a slightly different construction on the word it may also be said that an individual business that is not worth organizing is not worth continuing.

LARGE PILES of wheat and corn which have been hoarded for several years by Farmer Faass on his farm in Mitchell County, Kan., are being moved to market. Part of the corn is absolutely worthless and the wheat can be used only for rough feed. This hoard has been investigated by both state and Federal authorities, as the farmer refused to sell the grain at any price.

CONTRACTS FOR EXPORT should include a statement in the body of the contract that the sale is made subject to seller's ability to secure an export permit, should one be required, advises the Bureau of Foreign and Domestic Commerce, because of the possibility of legislation being enacted by Congress under which the export of certain commodities to certain countries may be controlled by the issuance of licenses.

ARGENTINE ELEVATOR projections have not progressed much during 1916, the high prices of materials and high freight rates making the work too expensive for the present, and it is not probable that many will be built in this district until the international situation becomes normal. The few elevators constructed by individuals at interior points are reported to have given excellent results and proved profitable investments.—Commerce Reports.

WE HAD NOT contemplated fixing oat standards to apply to the 1917 crop. However, in view of the existing conditions and the provision in the special food legislation now before Congress, which provides for standards of food products, it may be deemed advisable to fix standards under such emergency legislation. Any standards fixed under the U. S. Grain Standards Act require that ninety days' notice be given before they can become effective. As I understand it, this would not be necessary if the standards were fixed under the emergency legislation.—J. W. T. Duval, crop technologist in charge.



# Ohio Grain Dealers Hold Record Meeting

The thirty-eighth annual convention and re-union of the Ohio Grain Dealers Ass'n., one of the best ever held by this old ass'n was held June 26 and 27 in the Hotel Secor, Toledo.

## Tuesday Morning Session.

The convention was called to order at 10 a. m. by Pres. John Wickenhiser. After the invocation by Rev. Samuel Charles Black of Toledo the dealers were welcomed to the city by F. O. Paddock, a pioneer grain man of that market.

Chas. E. Groce of Circleville responded to the address of welcome by saying that the choice of Toledo as the place of meeting, made when the membership voted on the proposition, proved that they were confident of a pleasant and profitable occasion. In referring to the early days of the Ass'n's. life Mr. Groce said that many of the questions which were talked over at the first meetings are still with us. Among these he mentioned the practice of buying from farmers for future delivery, the loaning of bags and the poor condition of the equipment furnished by the railroads for the transportation of grain.

From the annual address by Pres. Wickenhiser we take the following:

## President's Annual Address.

The past year has been a most unusual one in most lines of trade and especially in the grain business. So many things have happened since our last annual meeting that matters of usual interest concerning the Ass'n have to a great extent been lost sight of.

**High Prices:** Never before in the history of this Ass'n have we witnessed such high prices of grain, and never within its history has there been a time when the whole country looked with such amazement at the soaring prices of all kinds of foodstuffs. With wheat and corn at times selling at three and four times their former price, and potatoes and beans selling at five and six times their normal price, it is not surprising that our government is now taking steps to conserve and control the price of our valuable and necessary foodstuffs.

**A world conflict** is upon us. Our proud country, while not subject to the ravages and carnage of war, has cast her lot in the great cause of Righteous Liberty. Victory depends in a large degree upon proper equipment and sustenance of the vast armies of the nations with which our country is allied. The grain trade of the United States, with all its facilities and instrumentalities, has a gigantic work to perform. Our love of country, our patriotism, is so great that every one of us will conscientiously do his duty during the trying times that are now upon us.

**The grain trade** is in a state of chaos. Conservation of our resources is one of the greatest problems confronting us. We need not fear that governmental administration will deal unjustly with us. Patriotism and faith in the cause of righteous liberty and freedom will bring to us the permanent substantial establishment of a greater future for the grain trade than has ever obtained in the past. There are just as many true patriots in the grain trade as in any other line of business, and it is the duty of every grain dealer to co-operate with the authorities of the Government by helping to handle grain in such a way that it will reach the consumer at the smallest possible expense and in quickest possible time if needed. Don't speculate by holding grain for advances in price.

H. I. Shepard, Vice-Pres. The Ohio State Savings Bank & Trust Co., addressed the convention on "Financing the Grain Business." From his remarks we take the following:

## Financing the Grain Business.

An analysis of any phase of business today must be predicated upon entirely new conditions so far at least as this country is concerned, and especially in so far as that analysis has to do with any of the necessary commodities of trade, such as coal, iron or foodstuffs. The reason is well known to all of us, namely, that this country is at war, and probably no class of business men are effected more directly than the grain dealers of this country.

**Conditions lead us** squarely up to the question of the financing of the grain situation during the coming Fall. The answer to the question of how banks will handle the matter is apparently rather easy. The Government through the agency of the Federal Reserve System is going to do everything to facilitate the re-discounting of all paper that has to do with necessity trading, that is, paper given resulting from transactions having to do with the feeding of the population and the army, and it goes without saying that there is ample money in the country to finance any amount of this class of business at any price that may exist. The food situation will be placed upon a war basis and speculations of all kinds will be outside the favored circle of transactions.

**Curtailment:** In short, I believe the grain dealers of the country may as well look to the curtailment of their business to those transactions which are a part of the general war necessity, and upon this basis they can be assured that financing to any extent will be provided.

Sec'y McCord read the following reports:

## Secretary's Report.

Since we last met in annual convention our Ass'n, together with all the other state Ass'ns, and the Grain Dealers Nat'l Ass'n., has labored under great stress and has been subjected to trying ordeals. No doubt all of you have kept in close touch with all of the conditions that have entered into and affected the grain trade during the past year, and if so you know that ass'n work was never before subjected to such demands, requirements and abnormal conditions as have been in evidence.

**Every member** of the Ass'n. is alive to the situation in this critical period, and there is not a "slacker" in our ranks—every member is ready and willing to do his "bit" and make whatever sacrifice may be required of him for the general good of our country.

## Financial Statement.

Cash on hand at close of last year.	\$ 32.47
<b>Receipts.</b>	
Received from dues.....	386.00
Refund G. D. N. A. expense.....	5.00
Arbitration deposits .....	20.00
Membership list .....	1.00
<b>Total .....</b>	<b>\$1,044.47</b>
<b>Disbursements.</b>	
Dues to Nat'l Ass'n.....	\$ 254.00
Express, phone and telegrams....	14.61
Traveling expense of Sec'y.....	128.65
Rent of office.....	60.00
Printing, stationery and supplies..	74.00
Postage .....	57.30
Office help .....	236.00
Secretary's salary .....	150.00
<b>Total .....</b>	<b>\$ 974.56</b>
Balance on hand.....	69.91

## In Memoriam.

Since we last met the Grim Reaper has visited our ranks and taken from among us five of our faithful and honored members and the beloved wives of three of our members:

John W. Burk, Springfield, O.  
Joseph Colton, Bellefontaine, O.  
John W. Allinger, Sidney, O.  
G. W. Lamb, Hooker, O.  
Jay Leas, West Manchester, O.  
Mrs. C. T. Pierce, Van Wert, O.  
Mrs. B. W. Marr, Columbus, O.  
Mrs. H. W. Fish, Marion, O.

It becomes our sad duty to pay our respects to the memory of the departed and express our sympathy for their bereaved families.

The world is better for their having lived in it. Let us emulate their virtues, their devotion to right principles in all the rela-

tions of life, so that when we too shall be called, it may be truly said of us, as of them: "Well done, thou good and faithful servant." They have gone from us, but the influence of their lives remains and must ever encourage and prompt us to the attainment of better and higher things in every activity of life, business and social.

Pres. Wickenhiser announced the appointment of the following com'tes:

Audit: F. J. Rinehart, R. G. Calvert, U. G. Furnas.

Resolutions: L. W. Dewey, C. E. Groce, E. C. Eikenberry, E. M. Crowe and Earl C. Bear.

Nominations: H. W. Fish, H. G. Pollock, Fred Mayer, J. H. Motz and O. W. Cook.

Clark S. Wheeler, Director Agri. Extension Ohio State University and Sec'y Ohio Branch Council of Defense, talked on "Filling a War Order for Food," showing wherein the farmers work resembles that of the manufacturer in that each is filling a war order and making a plea for business-like conduct of grain growing and handling.

V. E. Butler of Minneapolis read a paper on "Observations by the Wayside," which was interesting and instructive.

Pres. Wickenhiser called upon Fred Mayer to announce the entertainment features which had been arranged for the afternoon, and when this had been done the meeting adjourned to meet Wednesday morning at 9:30.

## The Trip to Toledo Beach.

Five special trolley cars, each loaded to the guards with grain dealers and their wives, left the Hotel Secor at 3:30 p. m. for the delightful 15-mile ride to Toledo Beach, on Lake Erie. This resort has been fitted up at great expense for the amusement of Toledoans, and the Produce Exchange no doubt felt that the most fitting contribution which it could make to a half day of pleasure for the guests would include a visit to the Beach. An hour was consumed in making the run out, and from the time of arrival until 6:30 the visitors were permitted to enjoy themselves each according to his own fancy.

At the latter hour a Fish Dinner was served in the dining room at the resort. The menu which lay at each plate was an artistically printed booklet of 8 pages, containing not only the list of dinner courses, but the words of some 9 songs as well, while the last page gave the names of the members of the Toledo



J. W. McCord, Columbus, O.  
Re-Elected Sec'y.



Produce Exchange. The diners sang the songs, ate the food, enjoyed the cornet solos by Fred Lower, and then adjourned to witness the performance by Odiva "The Diving Girl" and the Trained Seals.

Afterward there was dancing in the pavilion until 9:30 when the start was made for the return ride to town. It does not seem that it would have been possible for a more thoroughly enjoyable afternoon program to have been arranged.

### Wednesday Morning Session.

Pres. Wickenhiser called the convention to order at 10:15 a. m. for the second and last session.

E. C. Eikenberry, pres. Grain Dealers Nat'l Ass'n, spoke on the subject "Today and Tomorrow in the Grain Trade." He said in part:

### Today and Tomorrow.

Two years ago, when I last attended a meeting of the Ohio Ass'n., the utmost stretch of the imagination could not have pictured the magnitude of the problems which now confront the grain men of the country. We are thinking today of the grain trade and its relation to the government in the present crisis, and on that I am not able to speak with much definiteness.

This much, however, we do know: the future of the grain trade is uncertain. Do not understand me to say it is in danger, but we are simply waiting to see along what paths we may proceed. I am sure we will be allowed to follow certain well defined lines, but I am not so certain that we will not have to follow paths marked by changes from the order to which we have become accustomed. I am practically assured that your elevators will be applied to the same use as now, for I cannot think that the government will take the elevators for other purposes. Elevator handling of bulk grain is conceded to be the best and most economical way of handling cereal products, and efficiency is the thing for which the government is working.

Power to take over factories and plants has, I think, been eliminated from the authority given to the President in the Lever bill as it now stands. Radical regulation of the manner in which you may operate your equipment is more probable and it is a thing which you are not opposing if it will benefit the common welfare.

The plea of the Grain Dealers Nat'l Ass'n at Washington has been that business may be left intact so that when the war is over we may proceed along normal lines. No trade can ask that the law be altered to suit the desires of its members when such desires do not make for the most efficient prosecution of the war, but we can ask that our investments be secured and our business be allowed to revert to us for conduct along the usual lines when the war is over. This is not unpatriotic, but rather does it coincide with the best interests of all.

It is impossible to forecast what the government will do, but that it will control exports is certain, and this will affect you, but not adversely. A question to be solved is that relating to surplus production and whether or not it will be permitted to leave the localities where it is produced immediately or be stored there until a later time. There can be no definite policy until the bill is passed and Mr. Hoover made the legal official. His selection in advance of the passage of the law was done to expedite matters and to permit him to have a tentative organization ready.

There will be some method of preventing a repetition of last year's price advances, if possible; a plan for keeping surplus production near the place of consumption; an effort to prevent neutrals from getting too much grain; but transportation is the real question, the one which comes up in every consideration of the matter, and every possible method will be used to lighten the load on the transportation facilities.

My duty as president of the Nat'l Ass'n. is to point out the tendencies which I see, so you can adjust yourselves and your business to meet these changes. To keep in close touch with the situation we have representatives constantly at Washington, and as one result of recent events it is proven conclusively that, not only are trade organizations useful, but that they were never more necessary than now.

War is a merciless, insistent eliminator of the unnecessary. If your business is

necessary and yields a public good there is no need for fear of extinction, but if not then extinction will be your fate if the struggle be prolonged. Your business is absolutely necessary, and as a trade we shall not be extinguished, but some changes may be necessary to conform to war's necessities. This crisis will bring us back to first principles. Efficiency will be the aim of every effort and we may each ask himself the question: "Have I been 100 per cent efficient?" I doubt if many of us can answer it in the affirmative.

The government will not, I believe, establish minimum and maximum prices except as a last resort, but there will be an attempt made to control supply and demand, and thus to stabilize prices. How successful these efforts will be I do not know.

Above all things, GO SLOW. Keep your capital liquid, keep cool, and keep your feet on the ground. There will be plenty of business and things will work out all right. During the war there may not be the maximum of profits.

Sec'y. Quinn of the Grain Dealers Nat'l Ass'n, who spent all of the previous week in Washington conferring with various officials and other persons about the food control legislation and plans, reported that Mr. Hoover said to him that he does not intend to make a move of any kind without full and complete conferences with the trades affected, and in compliance with a specific request from Mr. Julius Barnes, who will handle the grain problems for Mr. Hoover, a committee of 9 men has been appointed to represent the G. D. N. A. in conferences to be held at Washington as soon as the bill becomes a law. This committee Mr. Quinn said, will consist of the following men: Pres. E. C. Eikenberry; Chas. D. Jones, Nashville, Tenn.; A. E. Reynolds, Crawfordsville, Ind.; Henry L. Goemann, Mansfield, O.; Geo. A. Wells, Des Moines, Ia.; W. W. Pollock, Mexico, Mo.; A. L. Scott, Pittsburg, Kan.; W. T. Cornelison, Peoria, Ill.; and E. M. Wayne, Delavan, Ill.

According to the information which Food Controller Hoover gave Mr. Quinn it is not contemplated that any effort will be made to prevent a country elevator operator from storing for farmers, or to consider the miller's filling of his storage as "hoarding."

In conclusion he said that the grain men need not expect to make a dollar until the end of the war. To keep in business, pay expenses and receive a fair salary is about all the government will permit them to do.

From the address by R. T. Miles, Federal Grain Supervisor at Toledo, on "Enforcement of the United States Grain Standards Act", we take the following:

### Enforcement of the Grain Standards Act.

**Loading Cars:** Cars should be evenly loaded in order that inspectors may be able to secure a correct and representative sample. When inferior grain is concealed with an apparent effort to deceive or defraud, the inspector is instructed to grade the contents of the entire car in accordance with the lowest quality of grain found in said car. Excepting in cases of extreme car shortage, it is inadvisable to load cars above the marked capacity.

You are interested in the method employed to arrive at a uniformity in inspection as between the various markets. It is briefly as follows: Supervisors and samplers from the office of Federal Grain Supervision draw samples from cars without the knowledge of the inspectors, make the grade determinations, and compare the results of the analyses with the daily report of the licensed inspector. If the grade determined by the supervisor disagrees with that of the inspector, the separations are sent to Washington where they are checked over by a Board of Review composed of five experts of the Department. The samples are then returned to the field offices with any changes that may be found necessary. This procedure not only removes the possibility of one supervisor in

the field erroneously charging the inspector with faulty work, but enables the supervisor to interpret the standards, through the guidance of the Board of Review, in exactly the same manner as the supervisor in any other district. In the manner described, it is believed that a practical uniformity in inspection can be achieved.

The recourse of the shipper or receiver of grain from what he deems to be incorrect grading lies in the right to appeal from any inspection to the Secretary of Agriculture. There have been some cases noted wherein interested parties were dissatisfied with the results of the inspection of a given lot or parcel of grain, but where appeal was not filed because of a belief that the machinery of appeal is cumbersome. This is a fallacious assumption—if a shipper desires to appeal from an inspection all that is necessary for him to do is to wire authority to his representative in the market to act as his agent in the matter. The agent must advance a fee of \$5.00 and sign a complaint, and the supervisor and his assistants will attend to all the details, and will ordinarily be in a position to issue a grade memorandum within a few hours after the appeal is filed, provided both the appellant and respondent have agreed to the stipulation. If the appeal is sustained, the fee is returned to the appellant.

Some of you are so located that you find it advantageous to make shipment of grain into interstate territory without inspection at point of origin or destination of the shipment, and, in this connection, your attention is invited to the last proviso of section 4 of the Act, which provides that grain for which standards have been fixed, may be shipped in interstate or foreign commerce, from a point having no inspector licensed under the Act, to a point at which there is no such inspector, subject to the right of either party to the transaction to refer any dispute as to the grade of the grain to the Secretary of Agriculture. Also please note that under Regulation 7 of the Rules and Regulations under the Act, uninspected grain sold, offered for sale, or consigned for sale by grade, must be reported to the Secretary of Agriculture within seven days after such shipment. This report must state the date of shipment, kind of grain, quantity, grade by which sold, offered for sale, or consigned for sale; point of shipment and destination thereof, name of initial carrier, car number and initial, or name or designation of boat, vessel, or barge in which shipped, and the name of the shipper. Just as in the case of uninspected grain sold by grade, the burden of reporting same rests on the shipper, so does the burden of securing inspection rest on the shipper when inspection must be had under the Act. The shipper is the party who issues shipping instructions to the carrier.



President Earl C. Bear, Hicksville, O.



It is the policy of the office of Federal Grain Supervision to administer the Act firmly, but constructively, and without friction, and to so conduct its supervisory activities that the trade may in no manner be hampered thereby in the handling of its commitments. Penalties are provided for any infraction of the United States Grain Standards Act, but it is hoped that the splendid co-operation evidenced by the grain trade in securing the enactment of the Act will continue, and that there may be no necessity to invoke them.

C. M. Eikenberry read a letter from the Governor of Ohio, in which that official expressed his thanks for the co-operation which the grain men of the state had shown in the work for food conservation.

Sec'y. McCord read the following statement regarding the steps now being taken to prevent unnecessary fire losses:

## Fire Prevention.

The Fire Insurance companies of the United States, members of the National Board of Fire Underwriters, Union Bureau of non-affiliated mutual companies and other Fire Insurance organizations, about two months since offered their services to the Council of National Defense. The offer was accepted, and the machinery was set in motion by the National Board by organizing the whole country into six sections or districts.

The work in Ohio is being prosecuted by an Executive Committee composed of: R. T. Huggard, C. T. Deatrick, Cyrus Woodbury, N. T. Julian, Lee Elliott, Richmond Smith and J. W. McCord, with T. Alfred Fleming, State Fire Marshal, ex-officio member.

**Inspection:** Two hundred trained inspectors have been duly appointed, qualified and commissioned as Special Conservation Inspectors of the State of Ohio, and are now at work inspecting all premises, properties and repositories where grain, flour, feed, food products, war material, etc., etc., are stored, manufactured or to be used in the future for such purposes; this includes all mills, elevators and grain and feed warehouses. The service, with its special police powers, is not an insurance proposition; it is strictly CONSERVATION BY FIRE PREVENTION. The Inspectors are instructed to ignore the insurance subject, and to inspect all risks and instrumentalities connected with the above subjects of conservation; to issue orders of requirement, elimination of hazards, installation of facilities for protection, guarding of properties where found necessary, etc.

Henry L. Goemann of Mansfield addressed the convention on "Transportation", reading a statement of the following plan which he as Chairman of the Transportation Com'te of the G. D. N. A. has recommended to the Council of National Defense.

## Pooling of Cars.

To standardize at once all new box cars so as to have a uniform size as well as cost and therefore have a uniform investment and earning capacity;

To have Congress pass a pooling bill permitting the railroads to pool their equipment under the supervision of the Interstate Commerce Commission if necessary;

That each road be entitled to the number of cars that it owns irrespective of the marks on the cars. The per diem to the amount of ownership of cars can be fixed at any rate, as the debits and credits will offset each other. On any surplus above

ownership, the per diem to be made \$2.00 per car with 48 hours' free time to permit reporting to some central bureau;

That the territory be zoned and a committee be appointed by the railroads same as Car Service Committee of the American Railway Assn. to take charge of the distribution of cars under the pooling arrangement and that surplus cars irrespective of ownership be delivered to the nearest junction to such railroads who are short of their ownership.

In addition Mr. Goemann urged the dealers to trade in bushels rather than in carloads when making contracts; to load all cars to the maximum capacity; to order the size car actually wanted and to insist that the proper size be furnished; and to request the railroad agent to get cars to moving on the first train which passes after the loading is completed.

The Ass'n. unanimously endorsed Mr. Goemann's plan for the pooling of cars.

E. T. Custenborder, Sec'y. The Miami Valley Grain Dealers Ass'n., reported that his ass'n. would probably hold its summer meeting about July 10. He has recently furnished his members with a supply of printed cards for reporting interstate shipments moving between points at which there is no licensed inspector.

## Resolutions.

The following resolutions were read and adopted without discussion:

### Pledging Support to Gov't.

Whereas, The United States is involved in the most dreadful and devastating war in all history; and

Whereas, In order that democracy may triumph it becomes necessary that our people, in the interest of their beloved country, should make many sacrifices to promote national efficiency;

Resolved, That the Ohio Grain Dealers Ass'n., in annual convention assembled in Toledo, June 27, 1917, hereby offers and pledges the support, service and facilities of its members to the federal government in this national emergency;

Resolved, That we heartily endorse the unselfish and patriotic efforts of Herbert C. Hoover and Julius H. Barnes in their endeavor to mobilize the food resources of the country, and that we tender our earnest and sincere co-operation to the end that the grain products of the nation be equitably and fairly distributed to the people of the United States and to our allies;

RESOLVED, That a copy of this resolution be transmitted to President Wilson and to Mr. Hoover.

### The Red Cross.

RESOLVED, That the Red Cross, the greatest charitable and humane organization in the world, should be liberally assisted by all the people of this great country, and more especially by those who are benefitting thru the war. We unanimously and unreservedly commend the magnificent generosity of the American cities and urge the rural communities to emulate their example, as there will be urgent need for all the money that can be raised.

### Transportation.

Whereas, The success of the war, the business of the country and the health and lives of the people of the United States and our allies are dependent upon the ef-

ficient transportation of all things essential to the Army and Navy, of foods and feedstuffs and the other necessities of life; be it

RESOLVED, That a compulsory arbitration law should be enacted requiring the settlement in that way, at least during the continuance of the war, of all disputes between all transportation companies and their employees and thus making a strike or lockout impossible;

RESOLVED, That the government should exercise its right to require transportation companies to give preference, when advisable or necessary, to the movement of war supplies, foods, feedstuffs and other necessities;

RESOLVED, That we are opposed to an arbitrary general advance of fifteen per cent in freight rates, believing that such an increase is not justified or essential in all cases to enable the railroads to earn a fair return on the actual capital invested.

### War Revenue.

RESOLVED, That we favor a War Tax which will pay a reasonable part of our war expenses, but that we deem it unnecessary and unfair to levy such tax almost wholly upon those engaged in active business. We favor a wider distribution, even if that means a direct tax upon every property owner now listed for local taxation. We specifically object to the use of revenue stamps on commercial and legal papers as being unnecessary and an unjust burden and annoyance upon business. Tax stamps waste time and are an inefficient source of income.

### Obstructive Legislation.

RESOLVED, That we are strongly opposed to the practice in Congress of attaching to bills as amendments matters that are foreign to the bills to which amendments are being attached, and matters that should be incorporated in special bills. This practice causes delays to legislation of the utmost importance, places our congressmen in false positions, is unpatriotic and dangerous to the well being of our country.

### The National Association.

Whereas, The Country is now face to face with one of the great crises of history, in which crisis the fate of our institutions, public and private, is at stake;

RESOLVED, That we heartily endorse the splendid labors of our National Ass'n in this great emergency; that we appreciate the broad and patriotic attitude that has been assumed by its officers toward the government;

RESOLVED, That we pledge anew our loyalty to the National organization and that we here affirm our belief that it is the proper medium thru which to represent the grain trade in this crisis.

### Fire Prevention.

RESOLVED, That we commend the work of the Conservation Ass'n of Ohio and offer our hearty co-operation and watchful care in their efforts in preventing fire waste of food products in the State of Ohio, and that we convey to Mr. Fleming, the State Fire Marshal, our appreciation of his good work and interest in our behalf.

### Thanks.

RESOLVED, That a vote of thanks be given Mr. Wheeler, Mr. Butler, Mr. Miles and the other speakers for their able and instructive addresses, and that a special vote of thanks be given the Toledo Produce Exchange and the good people generally of Toledo, for their kind and courteous treatment that has made our visit here so delightful.

We also thank the officers of our association for their able and efficient services during the past year.



Ohio Dealers at Toledo Beach June 26, 1917.



The auditing com'te reported that the Treasurer's books had been found correct as reported, and recommended that a change be made in Art. 2 of Sec. 2 of the constitution to change the annual dues for affiliated members from \$3.00 to \$5.00, thus making all dues equal. The change was adopted.

The following officers were unanimously elected: Pres., Earl C. Bear, Hicksville; Vice-Pres., C. M. Eikenberry, Hamilton; Secy.-Treas., J. W. McCord, Columbus; Governing Board, J. C. Buckingham, Bellevue; Foster B. Houston, South Charleston; Fred Mayer, Toledo.

In response to the numerous requests for a speech Pres.-elect Bear thanked the members for the honor which had been shown him, and promised to do his best to make the year successful for the Ass'n., asking that the membership wud co-operate with the officers in their efforts. He said that each wud probably be doing business for the United States instead of himself during the year, but each grain man wud be willing to do this as a patriotic duty.

Adjourned *sine die*.

### Convention Notes.

Maurice Dryfuss of Erie, Pa., was present.

O. W. Cook and A. Felty came from Columbus.

Cincinnati sent Henry M. Brouse, J. B. Woodin and D. W. Hopkins.

New York City was represented by L. W. Forbell of L. W. Forbell & Co.

R. A. Sheets of Pittsburgh, Pa., motored to the convention, Mrs. Sheets accompanying him.

The registration totalled 304, which was the largest number that has attended the convention for some years.

Cleveland was represented by H. M. Strauss, Fred E. Watkins, E. C. Brour, F. C. Cain and C. G. Robinson.

The Ohio Grain Dealers Ass'n. was organized in 1880 at Put-in-Bay, and some of the charter members are still active in its affairs.

Railroad men present were Chas. P. Bentley of the D. L. & W.; G. J. Blanke-meier of the P. R. R.; and O. Defenbaugh of the Lackawanna.

Among the ladies who attended were Mesdames K. Threlkeld, A. L. Briggs, G. A. Hax, J. G. Mills, J. M. Pence, O. H. Poole, and R. A. Sheets.

From Baltimore, Md., came H. E. Elgert of J. A. Manger & Co.; G. A. Hax, representing G. A. Hax & Co.; and E. H. Beer of Chas. England & Co.

Mr. and Mrs. G. A. Hax, and son, of Baltimore, had motored from Indianapolis, to which place they drove from home for the Indiana convention.

C. A. McCotter and V. E. Butler represented the Grain Dealers Fire Ins. Co., and of course J. W. McCord, the Company's Columbus agent, was there.

At 10 o'clock Wednesday morning the ladies were the guests of the entertainment com'te for an automobile trip around the Maumee Valley road, with luncheon at the Country Club.

Grain inspectors present were O. F. Phillips and R. T. Miles, Federal Supervisors for Cincinnati and Toledo, respectively, with Chief Inspector Culver of the Toledo Produce Exchange.

It was announced that, by an arrangement which has recently been made by the Toledo Produce Exchange, wheat grading No. 3 will apply on contracts for No. 2 at not to exceed 5c discount.

Perhaps Fred Mayer thought Fred Paddock wud not sing the solo "You're Here in Toledo" when he issued the request at the banquet table, but now the first Fred knows what the second Fred can do in the way of solo work.

F. O. Paddock said that as this was the first meeting the Ass'n had held in Toledo in its 38 years it must be that there are 37 reasons why Toledo had not been chosen before, and that he expected to give 37 reasons why the city shud receive the convention again. He proceeded to give those reasons.

A telegram from State Fire Marshal Fleming said: "Please convey to all the members of the Ohio Grain Dealers Ass'n. sincerest thanks for the hearty co-operation in connection with the great movement for the conservation of the food supply of the State. Also tender them the good wishes of the Dep't."

Machinery and supply men in attendance were: J. E. Gambrell, representing the S. Howes Co., who make Eureka cleaners; A. S. Garman, with the Huntley Mfg. Co., talking Monitor cleaners; Bert Eesley, for the Invincible Grain Cleaner Co.; H. E. Broome, representing the Richardson Scale Co.; and M. J. Young.

J. F. Kennedy exhibited the Addressograph, and Federal Supervisor Miles had type samples of the several classes and sub-classes of wheat with which Ohio shippers will have to deal. While showing and explaining these samples Mr. Miles presented bulletins and announcements issued by the Dep't. of Agri. in connection with the promulgation of the wheat grades.

To remind the dealers of the fact that Buffalo is to entertain the G. D. N. A. in September the following men were present from that city: C. A. Bartow and F. J. Schonhart of the Electric Grain Elvtr. Co.; Milton Crowe; Geo. D. Jones; F. J. Maurer; Jas. G. McKillen, for Dudley M. Irvin; Fred E. Pond,

Sec'y. Corn Exchange; Matthew Purcell; and J. J. Rammacher.

Souvenirs included a letter opened by the Toledo Produce Exchange; safety matches by W. H. Morehouse & Co.; pencils bearing the card of the Swanders Grain Co.; A "hummer" and a booklet entitled "What We Know About the Price of Grain and Seeds During the Next Six Months" by J. F. Zahm & Co., and blotters by H. M. Strauss & Co., and the Eastern Grain, Mill & Elvtr. Corp.

H. I. Shepard, the Toledo banker, surprised his hearers by prefacing his address with the statement that he feels at home among grain dealers, having come from a family which has, since 1865, been engaged in operating an elevator and flour mill in Michigan, and having himself performed every part of an elevator man's duties, from weighing the grain to loading dirty oats into a car with a scoop shovel.

Ohio shippers in attendance were: F. W. Bacon, Tiffin; F. E. Barker, Hamilton; Earl C. Bear, Hicksville; H. J. Boogher, Santa Fe; L. G. Bradstock, Wellington; A. L. Briggs, Jackson Center; J. Buckingham, Bellevue; N. E. Bunte, Curtice.

J. M. Cain, Deshler; R. G. Calvert, Selma; O. W. Carahoff, West Mansfield; W. B. Carr, Hamilton; A. F. Champney, Oberlin; Wade H. Cook, Circleville; E. T. Custerbender and V. E. Chambers, Sidney.

A. M. Daugherty, Derby; C. D. Dalrymple, Lewiston; W. D. Davis, Mt. Sterling; F. L. Davis, Defiance; J. U. Deckman, Pleasant Bend; H. C. Dehring, Curtice; J. L. Doering, Antwerp; C. M. Eikenberry, Hamilton; C. G. Elliott, Fayette; Charles Etzler, Verona.

E. L. Fillius, Hudson; H. W. Fisher, Marion; H. L. Frisinger, Rockford; E. D. Fristoe, Swanders; U. G. Furnas, St. Paris; W. F. Gardner, Sabina; Chas. Garmhausen, New Bremen; H. L. Goemann, Mansfield; J. N. Graham, Orient; U. B. Gramlich, Kenton; F. G. Griffith, Jeromesville; C. E. Groce, Circleville.

A. S. Harshman, Springfield; F. P. Hastings, Cedar Brook; H. S. Heffner, W. H. Cook, W. F. Heffner, Circleville; W. E. Henderson, Milton Center; Carl F. Hehmeyer, Coldwater; George Hibbert, Fayette; Wm. C. Horn, Phillip Horn, Monroeville; C. K. Hunseker, Williamsport; A. E. Huston, Amanda.

Fred Kile, Kileville; Geo. L. Kraft, Leipzig; A. D. Krohn, Custer; W. H. Lambert, Delta; E. S. Lee, Coshocton; E. Levy, Hyman; F. J. Lewis, Columbus; J. F. Libby, Tiro; Wm. Ludwig, Moffitt.

A. McDougal, Millbury; J. S. Metzner, Tokio; J. G. Mills, Hardington; Earl Mitchell, Kansas; Delmar Moots, Arcadia; J. W. Moser, Rockford; W. A. Nisonger, Avery; G. D. Nyse, Pettisville; L. Oesterle, Ashville.

J. F. Parrett, Malinta; J. M. Pence, Maplewood; W. H. Perry, Richwood; H. G. Pollock, Middlepoint; O. H. Pool, Waynesfield; H. Post, Bryan; C. A. Powers, Genoa; A. H. Rabbe, Ft. Jennings; L. S. Reel, Clyde; J. A. Ressler, Caledonia; A. Ringlein, Hamler; D. R. Risser, Vaughansville; C. G. Ritzler, Green Camp; J. F. Ruffing, Marion.

W. C. Schroeder, Cygnet; W. L. Shaeffer, Seven Mile; J. W. Simmons, Pemberton; W. H. Slaybaugh, Luckey; Lewis Sloan, Grelton; G. E. Sommers, Fremont; J. D. Spangler, Defiance; E. M. Stults, Massillon; R. D. Stryker, Huron; C. H. Sunday, Antwerp.

R. E. Teegarden, Macomb; K. Threlkeld, Jackson Center; Eugene Tinker, Williams-



Ohio Grain Dealers Ass'n at Toledo Beach June 26.



port; L. A. Trepanier, Dunbridge; C. F. Turner, Hudson; B. F. Turner, Avery; Virgil Vincent, Washington C. H. R. G. Weinert, Coldwater; J. E. Wells, Sidney; C. S. Wheeler, C. O. Wise, Bellevue; H. W. Wolfley, Prospect; B. B. Yates, Williamsport.

## Elevator Observations.

BY TRAVELER.

IT IS EVIDENT that the Carter-Shepherd Mfg. Co., of Hannibal, Mo., believes in keeping cool, and, likewise, that they think it best to use facilities at hand for keeping the air in motion as a means to hold the mercury down. Therefore, they have installed a large bladed fan in the office, and a narrow belt which passes thru a partition between office and mill furnishes the power. To be sure, the fan will only be of service when the mill is in operation, but there is no expense when the apparatus is standing still, and when it is moving the breeze is delightful. The idea can be copied by anyone who has a shaft near enough to the office to be reached by a belt.

EXPELLING DIRT is, and of right ought to be, a pleasure to the efficient elevator operator. In the Hinton Milling Co.'s plant at Geary, Okla., a corn sheller is located in the basement, discharging directly into the boot, from whence the entire product is carried to a cleaner in the cupola. It is inevitable that a great amount of dust be stirred up in the shelling operation, and in most elevators this dirt is allowed to ascend in the cups if it pleases, or (and most of it does this) to escape from the boot and to settle in the basement and pit. H. V. Zobisch, who handles the Geary plant, did not like this arrangement, so he installed an exhaust fan in the basement, spouting to it in such a way as to draw the lighter particles of dirt from the boot and to expel them beyond the building walls. It was quite easy to do this, and now he is not bothered with dust accumulation in the basement. He says it is worth many times the amount of money it cost.

MANY OLD HOUSES are being repaired at great expense, and some of them will not be anything but old houses when the repair bills are paid. They were not constructed in the beginning along lines which are recognized today as being the best methods in construction, and no minor changes can make of them plants thru which grain can be handled economically. The end which should be striven for in elevator operation is that of low handling cost per unit, and to achieve this end each portion of the structural and mechanical equipment must be efficient in itself. At the same time, it is imperative that each element be properly related to every other element. It cannot be sufficient to consider any portion of the plant alone, but the whole

must be made to work together in the greatest possible degree of harmony. In considering plans for a new plant, and in planning improvements to an old one, figure out ways to avoid unnecessary motions, both on the part of men and of machines. It will pay in the end.

OIL BURNING LOCOMOTIVES do not throw sparks, and perhaps it is due to that fact that an elevator at Noble, Okla., is still standing. The house does not bear a sign which will give a clue as to its owner's identity. It is of wood construction, and apparently of some age, while on one side of it is a shed-like affair into which the shucks from the sheller are allowed to collect. Several sheets of iron are gone from the roof of this shed, thus providing plenty of openings thru which sparks might come, and if a spark alights in those shucks it will be the end of another elevator. If it is necessary to have such a place for the refuse from the sheller, why not keep the roof intact?

ARCHAIC METHODS: Today I called at the office of a certain grain handling firm in a Southern city and I was presented with additional testimony bearing upon the proposition that it is difficult to find a needle in a haystack. This particular firm does an extensive carlot business and the man who is responsible for its policy is quite elderly, both in years and in his business methods. The office force consists of the head of the firm, another aged man, and a young lady clerk.

When I entered the office the man assistant to the manager was using the phone, and I could readily understand from the words which he uttered that he was asking the party at the other end of the line for some information about a car of oats which had been handled some time before. The manager was turning the pages of one of those 25-cent Manila-paper covered day books which are carried in stock by all stationery houses. As I stood by his desk waiting for a chance to state my mission it was not my desire to eavesdrop, but I could not help seeing that the pages of the book were filled with pencil notations, and as words passed between the two men I came to learn that some place in this book, just where no one on earth could say, would be found a record of that car of oats. I cannot state whether or not they found it, because they finally closed the case for the time being by leaving it for the phone correspondent to continue the search at his office.

The principal point of interest for us is in the fact that in this time of so many really efficient systems of account keeping some men are willing to trust the success of their business to a system which proved inadequate even in our fathers' time.

## Chokes.

BY CAL.

To be sure, the elevator costs the more, and will house more valuable property, but what's the use of putting an iron roof on it and leaving the office to the mercy of a covering which does not stop at failing to resist fire, but which actually invites an attack.

—o—

When several loads are being weighed in rapid succession make a practice of reading the weight on the scale beam and then look at the place where it should be recorded to see that it has been correctly transcribed just before the scale is changed. If you have already made a double comparison of the figures this action will give a third check on your work and the probability of error is reduced accordingly.

—o—

It often happens that the brake blocks on a box car remain set after the air and hand wheel tension has been released. In such cases it will be found that the long rod, into one end of which is fastened the chain operated by the hand brake, has not gone back into place as it should. Stand at the brake end of the car, seize the brake staff or a ladder step with the hands, and with one foot give that rod a push. It will slide easily and the brake blocks will separate from the wheels.

—o—

Five bushels of wheat will easily yield a barrel of flour. Without any attempt to secure exact figures, it is safe to say that a barrel of flour will provide the bread portion of a soldier's ration for one year. If you don't repair that leaking boot spout which caused the loss of twenty bushels of wheat last year you will have deprived four soldiers their year's bread. Better

Take hammer, nails and a little tin,  
Go below, and create a din.

—o—

To make substantial ladders for use in gaining access to those shingle roofs which will some day be fired by a locomotive spark, take a 2x6 of the required length and rip it for the runners. To determine the line along which you will saw measure 2 inches from the edge at one end of the board, and with a straight edge run a line diagonally to a point 2 inches from the opposite edge at the other end. When the board is ripped you will have two runners, each about 2x4 at one end and tapering to 2x2 at the other, and by carefully nailing on 1x4 treads a ladder is made that will be of sufficient strength to sustain any weight you will ever place upon it.

—o—

If the flour and feed warehouse is located at some distance from the track, but in a place which makes it possible to approach it without a considerable grade, the following improvement will often enable the helper to unload cars without the assistance of a team. Build a small car-floor-level dock near the track; run an easy incline to the ground, and from its foot construct a board walk to the warehouse door. With a light running four-wheel truck one man can easily haul a load of several hundred pounds from dock to warehouse. When the helper has leisure he can unload the cars and the saving in expense will soon pay for the dock and runway. When it is necessary to hire additional help a "single" hand will suffice, and every dealer knows that it is frequently difficult to get a team at the time when one is wanted.



More Ohio Dealers at Toledo Beach June 26.



# Grain Trade News

## ARIZONA

Phoenix, Ariz.—The Southwest Hay & Grain Co. has been incorporated.—K.

## ARKANSAS

Ft. Smith, Ark.—We are operating a branch house at this place, which was reorganized July 1 and incorporated under the name of the Hayes Grain Co. A brick and concrete warehouse, of about 75 cars capacity, is now being erected. A branch office has been opened at Muskogee, Okla. Our warehouse here is located on joint tracks, one track on either side of the warehouse connecting with all roads running into Ft. Smith.—Hayes Grain & Commission Co., Little Rock.

## CALIFORNIA

San Francisco, Cal.—Paul Klopstock & Co., grain dealers of New York, have opened a branch office in the Insurance Exchange, with S. A. McLean in charge.

## CANADA

Medicine Hat, Alta.—The Ogilvie Flour Mills Co., Ltd., has let contract for a 500-bbl. oatmeal plant.

Calgary, Alta.—E. E. Stevens, general manager of the Alberta Flour Mills, Ltd., was married June 26 to Miss Grace Taylor, at Marcellus, Mich.

Neepawa, Man.—The Quaker Oats Co. which has been leasing the oatmeal plant of the Dow Cereal Co., Ltd., has purchased it from the Donald H. Bain Co.

Brandon, Man.—The Western Canada Flour Mills Co. will double its storage capacity and also the capacity of its mill. New machinery is being installed at a cost of \$20,000.

Barons, Alta.—Fire recently destroyed the annex to the elvtr. of the National Elvtr. Co., together with 5,000 bus. of grain. Estimated loss, \$20,000, covered by insurance.

Thamesville, Ont.—Fire recently destroyed 2 large elvtrs., owned by the J. B. Stringer Co. and Chatham, Syer & Son, together with 1,500 bus. of wheat. Estimated loss, \$20,000.

Lethbridge, Alta.—The Ellison Mlg. & Elvtr. Co. was considering the erection of an elevator, of from 300,000 to 500,000 bus. capacity, but has decided not to build this season.—E. P. Ellison, mgr. Layton Mlg. & Elvtr. Co., Layton, Utah.

Winnipeg, Man.—The new Board of Grain Supervisors has had a full presentation of the views of the grain trade on regulation, among those appearing before the board being C. B. Piper, W. L. Parrish, Frank O. Fowler, C. B. Watt, W. E. Milner, and Andrew Kelly.

Winnipeg, Man.—Statements of claim have been filed by William Thornburn in cases in which his clients claim balances aggregating \$20,900 from the grain brokerage firm of Baird & Botterell, of this city. One of the claims is for \$19,000 and is made by E. T. Hinchliffe, an elvtr. operator of Strassburg, Sask. His counsel says that he has been practically ruined, losing his elvtr. business, and that he shipped all of the wheat he handled, about 200,000 bus., thru the Regina Grain Co., and Baird & Botterell. It is claimed that the two firms are one.—X.

## COLORADO

Stratton, Colo.—The Snell Mill & Elvtr. Co. is enlarging its elvtr. and building a 20x30 ft. flour house. J. W. Borders is mgr.—H. B. Hayes.

Willard, Colo.—We have let contract for a 20,000-bu. elvtr. on the C. B. & Q. Work will be started at once.—S. B. Ashcraft Grain Co., Merino.

Amen sta. (Willard p. o.), Colo.—We have let contract for a 10,000-bu. elvtr. to be built at once on the C. B. & Q.—S. B. Ashcraft Grain Co., Merino.

Longmont, Colo.—The Colorado Malt & Barley Co. is building a 25,000-bu. concrete elvtr., which will increase its storage capacity to almost 50,000 bus.

Wiggins, Colo.—The Farmers Elvtr. Co. is building a 15,000-bu. elvtr., which will be completed to handle the coming crop.—Fred Hamilton, mgr. Wiggins Elvtr.

Nunn, Colo.—W. L. Cline and Jacob Hasbrouck have let contract for a 20,000-bu. concrete tank elevator. It will be built on the U. P. and will be enlarged if crop conditions warrant.—K.

Hudson, Colo.—We will start building at once a 50x50 ft. warehouse, for handling beans, in connection with our 11,000-bu. elvtr. and warehouse, which has a capacity of 4 cars of sacked grain, flour and feed. We have the only elvtr. at this station.—G. C. Kearns, mgr. Hudson Elvtr.

Wiggins, Colo.—The 7,000-bu. elvtr. of the Denver Elvtr. Co., containing several thousand bus. of wheat, beans and oats and a quantity of flour, burned June 12, with a loss of \$12,000. The fire was caused by the explosion of gasoline vapor when the engine backfired. Fred Hamilton, mgr., was badly burned about the face and head. About 2,000 bus. of corn and wheat was saved, altho considerably damaged. Nearly 1,500 bus. of beans, stored by farmers, was lost, together with 600 sacks of flour. The company writes that it is building a 25,000-bu. concrete elvtr. and 30x68 ft. bean and store room to replace it. The elvtr. will be finished for the coming crop.

## IDAHO

Moscow, Ida.—The Mark P. Miller Mlg. Co. is overhauling and enlarging its mill at this place.—O.

Lewiston, Ida.—We are adding 15 bins to our elvtr. here and are building a bean cleaning plant.—Vollmer-Clearwater Co.

Kendrick, Ida.—Work is progressing on the 125,000-bu. concrete elvtr., which we are building at this station.—Vollmer-Clearwater Co., Lewiston.

Pocatello, Ida.—The Union Grain & Elvtr. Co., a Utah corporation with its principal offices at Provo, has been incorporated in Idaho, with a capital stock of \$50,000.—K.

Ferdinand, Ida.—The Ferdinand-Rochdale Co. has under construction a 60,000-bu. elevator as addition to its present 85,000-bu. house, located on the Camas Prairie R. R. J. H. Fay is local manager.—X.

St. Anthony, Ida.—The St. Anthony Flour Mills have succeeded the St. Anthony Mlg. & Elvtr. Co., operating a 170,000-bu. elvtr. here, a 50,000-bu. elvtr. at Ashton, a 30,000-bu. house at Drummond, and a 20,000-bu. house at Newdale, all located on the Oregon Short Line Railroad.—G. A. Fitzpatrick, mgr.

Caldwell, Ida.—The Caldwell Flour Mills are successors to the Caldwell Mlg. & Elvtr. Co. and have the following subsidiary branches: Boise Mill & Elvtr., Parma Elvtr., Nampa Elvtr., Meridian Warehouse, Arling Warehouse, Weiser Mill & Elvtr., Midvale Elvtr. and Cambridge Elvtr. These are all in Idaho, the address as designated by the first name. All are under the supervision of the offices here of which I am mgr. and Paul V. Kelly, ass't mgr.—Jay Galligan, formerly at Boise.

Middleton, Ida.—We have taken over the business of the Middleton Lumber, Coal & Grain Co., and Mr. Flint, who was manager, is in California.—W. F. Bishop, agt. Boise Payette Lumber Co.

Idaho Falls, Ida.—The name of the Western Mlg. & Elvtr. Co. has been changed to the Midland Elvtrs., with headquarters here. The following elvtrs., all located on the Oregon Short Line R. R., are operated under this office: Thornton Elvtr., Thornton, 60,000-bu. house; Rigby Elvtr., Rigby, 50,000-bu. house; Ucon Warehouse, Ucon, 15,000 bus. capacity; Ririe Elvtr., Ririe, 35,000-bu. elvtr.; Iona Elvtr., Iona, 35,000-bu. house; Camas Elvtr., Camas, 10,000-bu. elvtr.; Payne Elvtr., Payne, 22,000-bu. elvtr.; Blackfoot Elvtr., Blackfoot, 80,000-bu. elvtr.; Idaho Falls Elvtr., Idaho Falls, 100,000-bu. elvtr.; Shelley Warehouse, Shelley, 2,000-bu. house, and Fifth Warehouse, Firth, 10,000-bu. house. At all of these places wholesale grain, potatoes, flour, feed and seeds are handled. I am mgr. of the district, which is a branch of the Colorado Mlg. & Elvtr. Co., of Denver, Colo.—T. H. Kelly.

## ILLINOIS

Decatur, Ill.—George H. Moore, veteran grain dealer, died recently.

Kewanee, Ill.—Ira Franklin has resigned as mgr. of the Farmers Elvtr. Co.

White Hall, Ill.—A. J. Barnett has taken over the elvtr. of Frech & Johnson.

Annawan, Ill.—We are repairing the bridges to our oats elvtr.—J. C. Dewey & Co.

Holder, Ill.—Baldwin & Co. are taking down their old elvtr. and erecting a new house.

Peoria, Ill.—Work is being pushed on the elvtr. under construction for the American Mlg. Co.

Rumpler sta. (Ogden p. o.), Ill.—Frank Supple is planning to build an addition to his elvtr.

Hillsboro, Ill.—Ware Bros. have bot the elvtr. and other property of the Hillsboro Roller Mills.

Sadorus, Ill.—Ernest Riefstack has resigned as elvtr. man at the elvtr. of Chambers & Foote.

Springfield, Ill.—The Managers of Farmers Elvtrs. Ass'n held a meeting and banquet June 30.

Decatur, Ill.—Work is progressing on the 10,000-bu. annex to the elvtr. of the Shellbarger Elvtr. Co.

Bolton, Ill.—F. M. Barnes, mgr. of the elvtr. and lumber yard of Rosentel & Co., was married recently.

Shawneetown, Ill.—Thieves recently entered the elvtr. of M. Strickland and stole a quantity of flour.—C.

Adair, Ill.—The new foundation has been placed under the elvtr. and office of the Geo. W. Cole Grain Co.

Minier, Ill.—The Minier Grain Co. has completed the 40,000-bu. elvtr. for which it let contract some time ago.

Block sta. (Sidney p. o.), Ill.—A. H. Shelby will equip his elvtr. with a Hall Signaling Grain Distributor.

Stanford, Ill.—The Stanford Grain Co. has asked for bids for the construction of a reinforced concrete elevator.

Delavan, Ill.—The Farmers Elvtr. Co. has purchased the property opposite the office and will build coal sheds.

Yuton sta. (Bloomington p. o.), Ill.—The Farmers Elvtr. Co. is taking down its old elvtr. preparatory to building a new house.

Lewistown, Ill.—Bader & Co. have purchased property south of their elvtr. and will erect buildings for corn and tankage.

Walnut Grove, Ill.—A. B. Curtis, of Prairie City, will build an elvtr. at this station, which will be in operation by Aug. 25.

Atterberry, Ill.—Frank Kopplin had his eye injured recently when 2 pieces of steel lodged in it while he was working in the elvtr.



Deland, Ill.—Porter Bros. will build an addition to their elvtr., of about 20,000 bus. capacity. Work has already been started.

Annawan, Ill.—We are building a 16x30 ft. addition to our office, which gives us a directors' room.—Farmers Grain & Supply Co.

Homer, Ill.—Green Robinson had both bones in his right ankle fractured while employed in the elevator of J. M. Current & Sons.

Prairie City, Ill.—Bader & Co., of Vermont, will build a 40,000-bu. concrete elvtr. to replace the Dole Elvtr., which burned last fall.

Paxton, Ill.—Work is progressing on the elvtr., which Chas. Shelby is building on the Illinois Central. Geo. Saathoff has the contract.

Forest City, Ill.—Nothing has been decided as yet regarding enlarging our elvtr.—W. B. Barnes, mgr.-sec'y Forest City Grain Co.

St. Joseph, Ill.—Thomas Ogden, of Champaign, has bot and taken possession of the elvtr. and implement business of J. A. Gilles.

Beardstown, Ill.—The semi-annual meeting of the grain dealers of this district was held June 20, in the afternoon and evening, at the Park Hotel.

Sheffield, Ill.—We recently took out our gasoline engine and installed a 10-h. p. electric motor in the cupola.—Farmers Grain & Lumber Co.

Atkinson, Ill.—We are painting all the exterior of our property excepting the galvanized iron siding on the elvtr., cribs and office.—Farmers Elvtr. Co.

Carlock, Ill.—L. E. Schwartz, for the past 10 years, mgr. of the Farmers Elvtr. Co., has bot the interest of C. M. Gaddis in the elvtr. of O'Hara & Gaddis.

Cissna Park, Ill.—Lightning recently struck the cupola of the elevator of the Farmers Elevator Co., causing a blaze, which was quickly extinguished.

Danvers, Ill.—The elvtr. of Levi Johnston & Son is being re-covered with shiplap, new roofing and siding. The house will be improved thruout.—H. W. Johnston, mgr.

Edwardsville, Ill.—T. F. Blake, pres. of the Blake Mfg. Co., operating an elvtr. here, died July 4, following an operation for appendicitis. He was 45 years of age.

Jamesburg, Ill.—We are operating the elevators at this place and Brother, which we bought from the Rogers Grain Co., from our office at Danville.—R. T. Barton & Co.

Sinclair, Ill.—V. C. Elmore, of Ashland, has practically completed the 10,000-bu. cribbed elvtr. for which he let contract to the Burrell Engineering & Construction Co.

Springfield, Ill.—E. Lowitz & Co., of Chicago, have opened offices in the Ferguson Bldg., with Ludwig Jensen, formerly with Harper & Ward, of Des Moines, Ia., as mgr.

Blackstone, Ill.—The office at the elvtr. of the Farmers Grain Co., of which H. A. Crimm is mgr., was entered June 20 and 80c in stamps and 2 sacks of flour were taken.

Mt. Auburn, Ill.—Hight & Cline will rebuild their elvtr., which burned June 16. Work will be rushed and the building will be completed in 40 days, working day and night.

Charleston, Ill.—Thomas Grant has sold his interest in the firm of Whalen Bros. & Grant to the other partners, Ed and John Whalen, who will rebuild at once on the old site.

Ocoya sta. (Pontiac p. o.), Ill.—H. H. Roseman is my successor as mgr. of the Farmers Elvtr. Co., taking charge July 10.—A. F. Conrad, mgr. Co-operative Grain Co., Colfax.

Springfield, Ill.—Uttering a bad or "not sufficient funds" check on which either money or goods is directly obtained is made punishable by \$1,000 fine or a year's imprisonment, under the law enacted by the last legislature.

Compro sta. (Auburn p. o.), Ill.—The Compro Grain Co. incorporated; capital stock, \$10,000; incorporators, J. M. Stockdale, J. B. Stockdale and others. An elvtr. will be erected.

Tucker sta. (Bourbonnais p. o.), Ill.—The name of the Tucker Grain Co. will be discontinued. E. E. Rollins will assume control of the north elvtr. and E. I. Risser of the south elvtr.

Meadows, Ill.—E. N. Moschel, who resigned as mgr. of the Meadows Grain & Coal Co. on June 1, has decided to remain at an increased salary. He will resume the management Aug. 1.

Woodruff sta. (Danvers p. o.), Ill.—The elvtr. of Levi Johnston & Son has been equipped with a Hall Signaling Grain Distributor and Fairbanks Automatic Scales.—H. W. Johnston, mgr.

Sheldon, Ill.—J. D. Worsham has been retained for another year as mgr. of the Sheldon Elvtr. Co. A donation of \$100 to the Red Cross was voted at the recent annual meeting of the company.

Havana, Ill.—Stanley B. McFadden, son of B. H. McFadden, has succeeded John T. Deckard, who resigned as mgr. of the elvtr. interests of McFadden & Co., operating a line of elvtrs. in Illinois.

Charleston, Ill.—The Farmers Elvtr. Co. will be established by G. B. & C. M. Griffin, with a capital stock of \$12,000. An up-to-date elvtr. will be erected to replace the one destroyed May 26 by a tornado.

Wyoming, Ill.—The elvtr., which burned at this place June 1 was on the north side of town and was owned by the J. A. Klock Estate and operated by our company. The house, which was built about 1870, will not be rebuilt.—Code, Klock & Co.

Browning, Ill.—The elvtr. of Schultz, Baujan & Co., collapsed June 23, caused by wind and high water. A large quantity of wheat and corn was stored in it and most of this will be lost as it fell in the water, surrounding the building.

Leroy, Ill.—Harrison, Ward & Co., who purchased the Crumbaugh Elvtr. this spring, have broken ground for a new elvtr. near the I. C. right-of-way, which will give them access to both railroads. Coal will be handled in connection.

Emery, Ill.—The American Grain Co. on July 1 took over the elvtr. of the Shellabarger Elvtr. Co. The corn elvtr. on June 4 was damaged by a tornado to the extent of about \$2,500. The 64x16 ft. granary and the 200x9 ft. crib were torn down.

Craig sta. (Maroa p. o.) Ill.—W. M. Myers, of Maroa, and his brother, M. B. Myers, of Louisville, Ky., have bot the elvtr. of Wm. Young. It will be remodeled and opened for business with M. B. Myers as mgr.

Homer, Ill.—The Farmers Elvtr. Co. has let contract for its elvtr., which will be built on the Wabash R. R., at a cost of \$10,000. A 10,000-bu. concrete storage bin will be built at once on the Illinois Traction line. Fred H. Peyton has been employed as mgr.

Coulterville, Ill.—We have built a new warehouse and may build another. An electric motor is being installed to furnish power in our plant, doing away with the engine and boilers. We have been making extensive improvements and will probably make more.—Coulterville Mfg. Co.

Paris, Ill.—C. H. Wade, W. E. Wade and W. H. Wade, have formed a partnership under the firm name of the Wade Grain & Feed Co. to succeed C. H. Wade. A wholesale and retail feed business will be conducted in connection with the elvtr. and grain business.—W. E. Wade, mgr.

Alexis, Ill.—We have improved and cleaned our plant this spring. The interior and exterior of the office have been remodeled and decorated, electric lights have been installed in the office and elvtr., an electric motor has been installed so the gas engine can be disconnected and the elvtr. operated by electricity, and some of the bins have been hoppers.—C. E. Stumbaugh.

Waynesville, Ill.—The elvtr. of Paul Kuhn & Co. burned June 30. It was erected 4 years ago at a cost of \$8,000. No grain was in the elvtr., it having been loaded for shipment the previous day.

Bushnell, Ill.—On Saturday, June 30, the George W. Cole Grain Co. gave a dinner here for the grain trade in this vicinity. Between 50 and 60 grain dealers attended the dinner and meeting. The principal topic discussed was contracts in their relation to the grain man and farmer.

Quincy, Ill.—A joint meeting of the members of the Illinois Grain Dealers Ass'n and the Missouri Grain Dealers Ass'n was held June 22 in the afternoon and evening at the Hotel Newcomb. Informal discussions of the grain situation followed a talk on the new wheat grades by a federal inspector of grain.

Streator, Ill.—Dean Moberley sold his local grain business to Simons, Day & Co., of Chicago, on July 1 when he started south for a month's vacation. About Aug. 1 he will return to the city and take up his duties as mgr. of Simons, Day & Co. Mr. Moberley has sold his membership in the Board of Trade.

Emery, Ill.—L. J. Kaiser, of Maroa, is building a 20,000-bu. elevator on the I. T. S., at Wise stop, one mile south of this town. The Decatur Construction Co. has the contract and will complete the building in 30 days. The switch is now being laid for the elevator, which will be of frame construction, covered with asbestos sheathing. Up-to-date equipment will be installed, including electric power.

Harvel, Ill.—We have taken down our old abandoned elvtr. and are building a coal shed, of 5 cars capacity, and warehouse, 50x70 ft., to replace it. The warehouse will be used for handling flour, mill feeds, seeds and farm implements. Our south elvtr., which has a capacity of 40,000 bus., is located on the Wabash. The Farmers Grain Co. is building a new concrete cob burner.—Harvel Grain, Hay & Supply Co.

Peotone, Ill.—An injunction has been granted George S. Miller, a merchant, restraining Arno C. Paulding, of Monee, and the Peotone Farmers Elvtr. Co. from the disposal of 1,500 bus. of grain which Miller alleges he purchased in part before Paulding resold it to the elvtr. company. Miller is reported to have given Paulding \$302 in trade at his store as part payment for the grain and as a result of the 2nd sale on June 20, stands to lose \$863, he claims.

## CHICAGO NOTES.

W. H. Noyes, recently with A. O. Slaughter & Co., is now with W. H. Colvin & Co.

William Riley Harvey, 73 years of age, a veteran member of the Board of Trade, died recently.

Paul Klopstock & Co., of New York, have opened an office in the Webster Bldg. with O. G. Blair as mgr.

The rate of interest on advances on Bs/L for July has been fixed by the finance com'tee of the Board of Trade at 6% per annum.

Thomas Hamilton Mertage, mgr. of the clerical dept. of Logan & Bryan and for 18 years with the firm, died June 30, aged 44 years.

Chicago regular elvtr. capacity was reduced by 2,000,000 bus., by the Keystone and Wabash dropping out of the list July 1, after which the total is 12,530,000 bus. in the regular houses.

No change in fees will be made for grain inspection by the Illinois state grain inspection dept., until it is determined just how much additional work and expense inspection under the new federal grades will cause.

Logan & Bryan have opened their usual summer office at Mackinaw Island, Mich., under the management of Charles E. Richardson. At Petoskey, Mich., they have formed a connection with Roscoe Rockwood, a member of the Chicago Board of Trade.



Walter Fowler, the oldest grain inspector in point of service, in the employ of the Wisconsin Grain & Warehouse Commission, has been appointed one of the federal grain supervisors at this city. He began work here on July 1.

A com'te of the Board of Trade is opening a training school for telegraph operators for the signal corps of the United States Army. The com'te is composed of Fred J. Case, R. I. Mansfield, Arthur Delaney, Capt. Hood and Lieut Al Lindley.

The firm of Marcuse & Co. has been organized to do a general brokerage business in grain, stocks, bonds, provisions and cotton. It will occupy the old Von Frantzius offices. The partners are Ben Marcuse and Lew H. Morris and the special partners are Frank A. Hecht and Joseph M. Finn.

The Reese Grain Co., eastern shipper of wheat and oats, has opened a cash receiving dept. W. C. Ervin and J. McDermid, on the trading floor of the Board of Trade for some time, are handling cash grain and E. W. Hanna, formerly with the Hooper Grain Co., is representing them in Illinois.

Grain in regular elevators, as measured by a com'te composed of H. A. Foss, E. S. Layman and F. P. Sathern shows a net shortage of only 3/100 of one per cent compared with the outstanding certificates shown by the public records, which call for 3,833,362 bus. of corn, oats, wheat and milo maize.

The directors of the Board of Trade have posted for ballot an amendment to the by-laws providing for the organization of a corporation to succeed the present clearing house. The new corporation will have a capital stock of not less than \$2,000,000, and each firm or member will be required to subscribe to one share valued at \$2,000 in order to be entitled to clearing privileges; but no one can hold shares in excess of \$30,000, and the number of shares must be approximately proportionate to the amount of business cleared by each firm or individual.

A. W. Worth, Gus Johnson and J. H. Erhardt have applied for membership in the Board of Trade. Eugene F. Westheimer, Edwin T. Maynard, Paul W. Fleischman, John Heinz, P. R. Markley, R. J. Raisback, O. S. Dowse, W. R. Craig and W. J. Brainard, of New York, have been admitted to membership and the memberships of W. S. Brainard, C. H. Taylor, C. E. Berner, H. D. Babcock, Dean Moberley, Thos. Faherty and the estate of David Rothschild have been admitted to membership. Memberships are selling at \$4,500 net to buyer.

We are indebted to J. C. F. Merrill, sec'y of the Board of Trade, for a copy of the 59th annual report of the Trade and Commerce of Chicago for the year ending Dec. 31, 1916. It contains a list of the officers and members of the Board of Trade at its organization, April, 1848, the executive officers since that time, officers and standing com'tes, special com'tes on arbitration and appeals for 1916 and 1917 and names of the members. Detailed statistics are given on grain, flour, provisions, live stock, seeds, hides, wool, lumber, etc., with the daily current prices of the leading speculative products for 1916 and general statistical statements of the United States, grain crops of the United States and of the world. The appendix contains the act of incorporation, rules, by-laws and regulations of the Board of Trade.

## INDIANA

Chesterton, Ind.—The erection of an elevator is being discussed.

Sheldon, Ind.—The Farmers Grain Co. has filed preliminary certificate of dissolution.

Lafayette, Ind.—William B. Foresman, grain dealer, was married June 19 to Miss Helen Grady.

Terre Haute, Ind.—William T. Freeman has been reappointed grain inspector of Vigo County.

Morristown, Ind.—The elevators at this station are operated by the Mull Grain Co. and Patten & Zike.—X.

Howe, Ind.—I have sold my interest in the elevator of Sweitzer & Wolf at this point.—C. G. Wolf, North Liberty.

Wolcottville, Ind.—I have sold my interest in the elevator of Wolf Bros. at this station.—C. G. Wolf, North Liberty.

Rushville, Ind.—W. D. Springer has bot an elevator here and will operate it in connection with his elevator at Fountaintown.

Evansville, Ind.—Jacob L. Taylor, a justice of the peace, has been granted a grain inspector's license by the U. S. Dept. of Agriculture.—C.

Horton, Ind.—We recently built a warehouse for fertilizer, cement, feed and salt and have extended the switch track to this building.—Hinshaw Elevator Co.

Monroeville, Ind.—We have installed another leg, 12x6 in. cups, new steel gravity loading spout, feed mill and a 24 in. Bowsher Burr Mill.—De Bolt & Niswonger.

North Liberty, Ind.—I bot and took possession June 19 of the elevator of Finch Bros. and will install a new feed grinder and make other improvements.—C. G. Wolf.

Boone Grove, Ind.—The Goodrich Bros. Hay & Grain Co. will build a large concrete elevator to replace its old house at this point. E. F. Jones will be in charge of the new structure.

Hatfield, Ind.—Cal Jones, who for many years had charge of the elevator of the D. F. Cadick Mfg. Co., has resigned to accept a position with the Pennsylvania R. R. at Washington, D. C.—C.

New Lisbon, Ind.—I have purchased the elevator of Lweller & Leakey Bros. Seeds, feed and coal will be handled in connection. The headquarters will be at Cambridge City.—J. S. Hazelrigg.

Elkhart, Ind.—The Lynn & Greenleaf Co. has been incorporated with capital stock of \$150,000.00 to operate flour mills and grain elevators. The directors are Carl D. and Deacon J. Greenleaf and George E. Howe.

Summitville, Ind.—We are building a new 21x84 ft. coal shed, with concrete walls and floor, to hold 15 cars. A cement block feed and flour house, 20x36 ft. and 12 ft. to the plate, will be erected.—Summitville Grain Co.

New Market, Ind.—I have added North Salem, Barnard and Mountclair sta. to my line of elevators at this place, Waveland and Lapland, making 6 elevators in all. I intend to handle feed and coal at these points.—Newton Busenbark.

McCool, Ind.—The large elevator of Roper & Brown, on the B. & O. R. R., burned June 26, together with a large amount of grain and hay. Lightning struck the elevator the previous afternoon but no fire was discovered until the morning of the 26th.

Yoder sta. (Sheldon p. o.), Ind.—We have installed another leg, with 9x5 in. cups, dump, and a new pit sheller in our elevator and have built a 12x30 ft. addition to our coal shed, with cement floor. Felt roofing has been placed on the old shed.—Farmers Elevator Co.

Liberty Center, Ind.—We are remodeling and enlarging our elevator to a capacity of 20,000 bus. New machinery is being installed thruout, including a Monitor Combined Oat & Corn Cleaner and a Richardson Automatic Scale. The power will not be changed.—Studebaker Grain & Seed Co.

Bluffton, Ind.—We have taken down our old coal sheds and will rebuild same, 25x70 ft., to hold 12 cars. Concrete will be used for the floor and walls and we contemplate installing some kind of machinery to facilitate the unloading of coal from the cars. Our wagon scale is also being overhauled.—H. C. Arnold & Son.

Templeton, Ind.—The elevator of the Wm. B. Foresman Grain Co., located 2 miles east of this town, burned June 29. The fire is thought to have been caused by a spark from a passing locomotive. The elevator, which was empty, was valued at \$10,000. It will be replaced by an up-to-date structure, which will be completed to handle the new oats crop.

New Waverly, Ind.—The Equity Exchange Co. has been organized, with a capital stock of \$20,000.

## INDIANAPOLIS LETTER.

Fred G. Heinmiller, of the Heinmiller Grain Co., was married June 16 to Miss Stella Hilbert, of Lafayette.

Indianapolis, Ind.—The county chairman of the crops com'te will be asked to call a meeting in each county to include grain dealers, millers and bankers to outline a method of procedure for increased wheat production. Our com'te recommends that the millers and grain dealers pay a bonus for the wheat selected by the com'te, and to reclean and sell it to farmers as near cost as possible so as to encourage production. Some farmers will want to reclean and sell their own seed. These points may be settled by the local com'te as seems advisable. Remember, Purdue needs your cooperation to make this wheat campaign a success and the Government needs the wheat. We should realize that the effort put forth in this work will not only be beneficial to our country, but should improve our own business as well.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

Officers elected at the June meeting of the Board of Trade were installed July 2 at the first meeting of the fiscal year of the governing com'te. William H. Howard also was re-elected for his eighth term as sec'y of the board. The officers installed are A. M. Glossbrenner, pres.; Joseph C. Gardner, vice-pres., and Tom Oddy, treas. A dividend of 1% was declared on the common stock. The following standing com'tes were elected for the ensuing year: Arbitration—Walter D. Jones, chairman; William C. Hayward, Albert Izor, Ernest R. Keith, Benjamin B. Minor, William W. Piel, Charles A. Shotwell, A. W. Thompson, I. E. Woodard. Appeals—William J. Mooney, chairman; John J. Appel, Henry L. Beveridge, William H. Cooper, John F. Darmody, Sidney M. Dyer, Frank C. Jordan, Charles J. Orbison, Isaac Pinkus, Charles A. Reeve, William Scott, Merle N. A. Walker, Otto R. Lieber, Thomas A. Wynne, A. A. Young. Grain—Harvey Mullins, chairman; E. Clifford Barrett, Harry J. Berry, H. H. Bingham, Bert A. Boyd, James M. Brafford, H. E. Kinney, E. K. Shepperd, Frank A. Witt. Grain Arbitration—Edward H. Evans, chairman; Edgar D. Anderson, F. M. Montgomery. Grain Discount—P. M. Gale, chairman; William C. Hayward, John W. Jordan, Maurice Maney, I. E. Woodard. Grain Inspection Appeals—Charles A. Shotwell, chairman; N. W. Miller, Oscar V. Rouse, Fred W. Scholl, W. B. Wells. Chief Grain Inspector and Weighmaster—Samuel A. Holder. Traffic Mgr.—L. E. Banta.

## IOWA

Olin, Ia.—A farmers elevator company is being organized here.

Coin, Ia.—E. T. Stratton has bot the elevator of the Coin Lumber Co.

Rutland, Ia.—Thos. Ferris has sold his elevator to a business man from Burt.

Goodell, Ia.—The foundation has been laid for the new elevator at this station.

River Sioux, Ia.—The Farmers Elevator Co. is installing a new set of outside scales.

Reeves sta. (Hampton p. o.), Ia.—The Farmers Elevator Co. is building an elevator.

Northwood, Ia.—The Farmers Co-operative Co. has asked for bids to lease its buildings.

Graettinger, Ia.—The Farmers Grain Co., which built a new elevator, has sold its old house.

Carson, Ia.—The Mickelwait & Young Co., of Macedonia, is building coal sheds at this point.

Sioux City, Ia.—The Flanley Grain Co. has increased its capital stock from \$50,000 to \$150,000.

Callender, Ia.—The Des Moines Elevator Co. will install a scale, with registering beam, in its elevator.



Minburn, Ia.—The roof has been placed on the elvtr. under construction for Wright & McWhinney.

Little Cedar, Ia.—M. C. Houghton has been retained as mgr. of the Little Cedar Grain & Coal Co.

Lytton, Ia.—Robert L. Johnson has been retained for another year as mgr. of the Farmers Elvtr. Co.

Mondamin, Ia.—I am now in charge of the elvtr. of the Trans-Mississippi Grain Co.—R. E. Woolworth.

Ute, Ia.—Guy Johnson, agt. of the Nye Schneider Fowler Co. at Arion, has been transferred to this station.

Scranton, Ia.—Work on the elvtr. for which the Farmers Elvtr. Co. recently let contract is now under way.

Boyden, Ia.—The Merchants Elvtr. Co., of Minneapolis, Minn., has bot the elvtr. of the L. J. Button Elvtr. Co.

McIntire, Ia.—The Cargill Elvtr. Co. will start work at once on a new elvtr. to replace the one burned Apr. 13.

Payne, Ia.—Frank C. Mead has let contract for a 15,000-bu. up-to-date elvtr. to the Younglove Construction Co.

Pleissis, Ia.—The Merchants Elvtr. Co., of Minneapolis, Minn., has taken over the elvtr. of the L. J. Button Elvtr. Co.

Arion, Ia.—Mr. Steeter, of Deloit, has succeeded Guy Johnson as agt. of the Nye Schneider Fowler Co. at this station.

Des Moines, Ia.—Dick Reinertson, traveling representative of W. H. Perrine & Co., has moved with his family to this city.

Des Moines, Ia.—Ray Tierney, associated with the Neola Elvtr. Co., was married June 26 to Miss Mabel Scanlon, of Perry.

Hospers, Ia.—We have sold our elvtr. here to the Klein Bros. Grain Co., of Inwood.—L. J. Button Elvtr. Co., Sheldon.

Manson, Ia.—J. J. French, of Ft. Dodge, on July 1 succeeded Max Higgins, who resigned as mgr. of the Farmers Elvtr. Co.

Evander, Ia.—The Merchants Elvtr. Co., of Minneapolis, Minn., has purchased our elvtr. here.—L. J. Button Elvtr. Co., Sheldon.

Clarinda, Ia.—Ira Wm. Shambaugh, of Shambaugh & Son, props. of an elvtr. and mills, was married June 9 to Miss Jessie Field.

Turin, Ia.—S. P. Stark has resigned as mgr. of the Farmers Elvtr. Co. and removed to Little Sioux to take a similar position.

Sioux City, Ia.—A. J. Jenkinson is now local mgr. of the Updike Grain Co., succeeding W. J. Corrigan, who has enlisted in the army.

Marcus, Ia.—L. M. Woods has resigned as mgr. of our company and intends to enter business in Idaho. We have enjoyed the most prosperous year of our history under his management. Charles Swindle succeeds him.—Farmers Elvtr. Co.

Primghar, Ia.—Walter Horace Wright, employed at the elvtr. of the Farmers Elvtr. Co., was married June 20 to Miss Nellie May Shiry.

Stout, Ia.—The new Farmers Elvtr. Co. has let contract for an elvtr. at a cost of \$8,185. Equipment includes Fairbanks Engine and Dump Scale.

Sumner, Ia.—The Farmers Co-operative Co. has been incorporated, to handle grain, feed and implements. F. H. Friedmann is pres. and H. W. Schnadt, sec'y of the company.

Elkader, Ia.—L. C. Lenth has purchased and will operate the elvtr. of the J. Lamm Estate. Coal sheds are being built and extensive improvements will be made this summer.

Farragut, Ia.—The Farmers Elvtr. Co. took possession July 1 of the new elvtr., which it purchased from Harry Loonan. L. P. Allen has been elected pres. and Thomas Cox, sec'y.

Modale, Ia.—F. W. Schwertley is pres. and I am sec'y of the recently incorporated Farmers Elvtr. Co. We will buy or build an elvtr. but for the present will buy grain on track.—Fred C. Behm.

Plainfield, Ia.—The recently organized Farmers Elvtr. Co. has let contract for the erection of an elvtr., corn cribs, coal sheds, and office to the Younglove Construction Co., to be completed Sept. 1.

Moorland, Ia.—The Farmers Elvtr. Co. has let contract for a 20,000-bu. round hollow block elvtr. to replace the one which burned May 23. Work has been started on the building, which will cost \$8,000.

Alexander, Ia.—The Bowles, Billings, Kessler Grain Co. has let contract for an elvtr. to be erected here at a cost of \$8,500. The building is to be 21x31x50 ft., and modern equipment will be installed.

Woodward, Ia.—A. B. Wade & Son have sold their grain business to I. B. and G. H. Taylor, the latter taking immediate possession. Mr. Wade will continue his stock buying and office with the grain firm.

Corwith, Ia.—The creditors of Peter Heiderscheit, grain dealer, who disappeared recently, have begun proceedings in bankruptcy. No news of the missing man's whereabouts has been received.

Williamsburg, Ia.—C. E. Harris, who has had charge of my office during the past few years, on July 1 was admitted to membership in the firm and the business is now being conducted as Harris & Son.—W. F. Harris.

Ida Grove, Ia.—C. P. Tenney has disposed of his interest in the recently acquired grain and live stock business of Shorrett & Tenney to D. E. Shorrett. I will be retained as mgr.—W. De Witt Shearer.

Sioux City, Ia.—The new Davidson Bldg., being erected at Seventh and Pierce Sts., will be named the Grain Exchange provided the Board of Trade and grain firms, now tenants of the Davidson Bldg., move to the new building.

Ackley, Ia.—George Wolf, who has been employed in the elvtr. of F. E. Trainer & Co. at Faulkner, is now mgr. of the elvtr. which the recently incorporated Farmers Elvtr. Co. took over from that firm at this point. Coal will probably be handled in connection.

Merrill, Ia.—The Hoese Grain Co. has been organized, with headquarters at this place, to operate a line of elvtrs. on the Northwestern and G. W. R. R. It will operate in South Dakota and Iowa in connection with the Leopold-Todd Grain Co., of Omaha, Neb. Frank Todd is sec'y-mgr. of the new company.

Sheffield, Ia.—The Farmers Incorporated Co-operative Society is making extensive improvements in the old elvtr. of A. J. Froning which it recently purchased. The engine room has been rebuilt, the driveway is being lowered about 3½ feet, some of the grain bins are being extended to the lower story and the greater part of the first story will be rebuilt.

Wallingford, Ia.—The Farmers Elvtr. Co., which has been incorporated with a capital stock of \$20,000, will build an up-to-date elvtr., of from 50,000 to 60,000 bus. capacity. M. L. Soeth is pres. of the company, which will handle live stock in connection with the grain business.

## KANSAS

Potter, Kan.—James Robinson has bot the elvtr. of Wm. Ode & Co.

Neola, Kan.—Thos. Marcum is the new mgr. of the Neola Elvtr. & Supply Co.

La Cygne, Kan.—The capacity of the elvtr. of W. J. Dyer is being increased.

Fellsburg, Kan.—The Equity Elvtr. Co. is building a warehouse and 2 additional coal bins.

Pawnee Rock, Kan.—The elvtr. of the Kansas Grain Co. has been closed for the season.

Potter, Kan.—William H. Ode was married recently to Miss Gertrude Klein, of Topeka.

Dodge City, Kan.—Chas. Cooper, of Pratt, is now mgr. of the Farmers Elvtr. Co. here.

Wilmore, Kan.—D. Fisher is excavating for the foundation for the elvtr., which he will build.

Satanta, Kan.—The Hugoton Elvtr. & Warehouse Co. is establishing a lumber yard here.

Ellis, Kan.—Clarence Blisner has succeeded Thos. Hayes, who resigned as mgr. of the Farmers Elvtr. Co.

Belmont, Kan.—The Farmers Grain & Mercantile Co. is re-siding its elvtr. and will install a new cleaner.

Plainville, Kan.—George Stewart has succeeded Charles Pooler, who resigned as mgr. of the Farmers Elvtr. Co.

Murdock, Kan.—An elvtr. will be erected on the W. & W. branch of the Santa Fe, between this station and Cheney.

Aulne, Kan.—I am repairing my elvtr., which is the only one here, and am building more coal bins.—J. L. Wilkin.

Osage City, Kan.—F. E. Wilson, formerly mgr. of the elvtr. of Asher Adams, has removed to Bennett, Colo.—B.

Conway Springs, Kan.—The business of the B. Strong Grain & Coal Co. at this place will continue without change.

Saxman, Kan.—Glenn Leonard, mgr. of the Leonard Grain & Electric Co., was married this month to Miss E. Baker.

Aurora, Kan.—The Aurora Grain & Coal Co. expects to have its new elvtr., now under construction, completed by July 15.

Topeka, Kan.—The Forbes Mfg. Co., incorporated; capital stock, \$24,000; incorporators, W. A. Forbes, R. F. Hodgins and E. J. Ross.

Columbus, Kan.—The Stauffer & Camack Grain Co. will build an up-to-date elvtr. to replace its old house, which is now being taken down.

Sharon, Kan.—W. E. Gilpin, grain buyer for the Kansas Flour Mills Co. at Anthony, has been transferred by the company to this station.

Anthony, Kan.—F. L. McNutt has resigned as ass't mgr. of the Anthony Mill to become a member of the firm of A. J. Gardner & Co.

Reager, Kan.—I am in charge of the 17,000-bu. elvtr. of Henry Westerman, which is the only one at this new town.—J. B. Shepherd.

Alden, Kan.—Frank Hutton, who resigned as mgr. of the Farmers Elvtr. Co. at Macksville, is now mgr. of the Farmers Elvtr. Co. here.

Sterling, Kan.—The elvtr. of the International Mills & Elvtr. Co., owned by H. J. Arnold, was partly unroofed by a recent wind storm.

Duquoin, Kan.—The Farmers Elvtr. & Mercantile Co. incorporated; capital stock, \$10,000; incorporators, A. D. Brown, John McAllister and Ellen Keith.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE



Wallace, Kan.—We have purchased the lumber yards of Lutz Bros. and are handling coal, lumber, hardware and implements.—Weber & Co., Wilson.

Topeka, Kan.—Excavation work is now being done for the new 250,000-bu. elvtr. of the Golden Belt Grain & Elvtr. Co. It will be completed in September.

Leona, Kan.—The recently incorporated Farmers Union Ass'n has taken possession of its recently acquired elvtr. and will handle flour, feed and coal in connection.

Dorrance, Kan.—The Wilson Mill & Elvtr. Co., which recently sold its old elvtr., has broken ground for a new 20,000-bu. house. The White Star Co. has the contract.

Osawatimie, Kan.—The Osawatimie Feed, Fuel & Elvtr. Co. has leased the 60,000-bu. elvtr. of the Osawatimie Cattle Yard. It will be placed in operation at once.

Vinita sta. (Cheney p. o.), Kan.—The Equity Union Exchange has bot the elvtr., mill, store rooms and grain tanks of the Cheney Mill & Power Co. P. G. Krockner will be mgr.

Hutchinson, Kan.—Federal and state inspectors met with members of the Kansas Grain Dealers Ass'n at Salina on June 27 and this city June 28 to discuss the new standards for wheat.

Penalosa, Kan.—The Farmers Union Grain & Mercantile Co. has been incorporated with a capital stock of \$10,000. The company has bot the elvtr. of the Hall-Baker Grain Co.

Clay Center, Kan.—We are remodeling the old elvtr., which we purchased from the Farmers Elvtr. Co., and when completed will have a storage capacity of 20,000 bus.—Snell Mill & Grain Co.

Belleville, Kan.—T. E. Collins & Son have purchased the half interest of Mr. Hoag, of Lebanon, in the Belleville Mill & Elvtr. Co. S. D. Smith will remain as mgr. of the plant, which will be enlarged.

South Haven, Kan.—The Arkansas City Mfg. Co., of Arkansas City, has purchased a mill, which has been idle for several years, and will convert it into an elvtr. The company will operate 20 elvtrs. in southern Kansas and Oklahoma this year.

Attica, Kan.—Chas. W. and Harry H. Hunter bot and took possession June 15 of the elvtr. and mills of the Hunter Mfg. Co. and will continue to operate the plant under the name of the Attica Mills. Harry H. Hunter has been mgr. for some time and Chas. W. Hunter will resign his position at Wellington to move to this place.

Lancaster, Kan.—The Atchison County Farmers Union Ass'n, which bought L. J. Woodhouse & Co.'s elvtr., at this place, started business June 1. Wm. Manson is pres.; Louis Kloepper, sec'y; Jacob Buttrick, treas.; and myself mgr. We will handle coal, crushed rock, sand and cement in connection with the grain business.—A. G. Hunt.

Hutchinson, Kan.—The Kansas Grain Co., whose property and business was recently bot by T. J. Holdredge of Wichita, has been reorganized and T. J. Templar has been made general mgr. Mr. Templar some years ago was pres. and general mgr. of the company before he sold out to L. B. Young, who now owns an interest in the Hutchinson Flour Mills and also controls a line of country elvtrs. Mr. Templar will have charge of the Kansas Flour Mills Co. at Wichita.

Anthony, Kan.—We purchased all the country elvtrs., formerly owned by the W. W. Miller & Sons Grain Co., and will operate them under the name of the Anthony Mills. The elvtrs., which are located at the following points, will be part of our company: Spring, Kan., T. H. Sharpe, buyer; Ferguson, Kan., Price Young, buyer; Waldron, Kan., W. C. Smart, buyer; Hunnewell and Wilston, Kan., J. C. F. Horne, buyer; Manchester, Okla., G. T. Price, buyer; Wakita, Okla., G. W. Guthrie, buyer, and Driftwood, Okla., J. A. Wil-

liams, buyer.—M. A. Princehouse, mgr. Anthony Mills.

#### WICHITA LETTER.

B. C. Christopher & Co., of Kansas City, Mo., have opened a branch office in the Sedgwick Block, with J. M. Carrigan in charge.

J. C. Wasser, grain supervisor for several years, has resigned and will move to Kansas City. Chas. M. Pease, of that city, succeeded Mr. Wasser on July 1.

An amendment to the rules of the Board of Trade, effective June 18, increased the schedule of commission charges for the handling of grain consignments, and places the charges on a parity with the schedules in force at Chicago, Kansas City and other large markets.

The business heretofore operated under the name of the B. Strong Grain & Coal Co., will in future be known as the Strong Trading Co. H. L. Strong, mgr. Mr. Strong will continue to act as agt. and broker here for the B. Strong Grain & Coal Co., of Conway Springs, which will continue without change.

#### KENTUCKY

Hawesville, Ky.—Fire July 2 destroyed a large elvtr., owned by C. Malcolm Bullitt, of Louisville. Estimated loss between \$10,000 and \$12,000. The elvtr., which was located near the river on the L. H. & St. L., contained no grain. The blaze started in the office and the origin is unknown.

#### LOUISIANA

New Orleans, La.—The new 1,000,000-bu. annex to the Dock Board Elvtr. will be completed by Sept. 1 and will give the elvtr. a total capacity of 2,700,000 bus. Janse Bros., Boomer, Crain & Howe have the contract.

#### MARYLAND

Mt. Airy, Md.—O. T. Davis, a farmer, has purchased the grain business of the late Chas. T. Runkles.

Chewsville, Md.—J. W. Remsburg and Amos C. Bowman are planning to remodel the old elvtr. and warehouse of B. A. Betts into an up-to-date elvtr. and 125-bbl. flour mill.

#### BALTIMORE LETTER.

Charles Reimer has been appointed elvtr. agt. of the Pennsylvania R. R. at this point.

Four 1,000-bu. grain driers have been ordered for the new terminal elvtr. of the Pennsylvania R. R.

T. Wilson Johnston has been admitted to membership in the Chamber of Commerce.—Jas. B. Hessong, sec'y.

Edward T. Sheil, Jr., has been appointed a member of the wheat com'te of the Chamber of Commerce, to succeed E. O. Boyd. Charles England has succeeded E. H. Beer on the rye com'te.

D. Yulee Huyett, who recently severed his connection with Frame, Knight & Co., has engaged in the grain commission business on his own account, with offices in the Chamber of Commerce Bldg.

George S. Jackson, member of the grain exporting firm of Gill & Fisher since 1879, has retired and will probably be one of the vice-presidents of the proposed government commission. Mr. Jackson is also pres. of the North Atlantic Export Co.

The Chamber of Commerce has changed its rules to conform to the new wheat grades. The following amendment has been adopted: On and after July 1, 1917, wheat sold for spot or future delivery, unless otherwise specified, shall be known as contract wheat, and upon such sales the seller shall have the right to deliver No. 1 red winter wheat and or No. 2 red winter wheat, and or No. 1 soft red wheat and or No. 2 soft red wheat, Baltimore inspection, at the same price.

At a special meeting July 2 of the board of directors of the Chamber of Commerce it was resolved that "All grain unloaded into public elvtrs. in Baltimore be inspected by the duly authorized inspectors of the Chamber of Commerce on and after July 2, 1917."

#### MICHIGAN

Laingsburg, Mich.—Farmers are organizing a company to build an elvtr.—K.

Newaygo, Mich.—J. H. Edwards is preparing plans for a grain and bean elvtr.—K.

Ithaca, Mich.—The Ithaca Roller Mills has increased its capital stock from \$20,000 to \$100,000.

Pierson, Mich.—The Pierson Elvtr. Co. has been incorporated, with a capital stock of \$20,000.00.

Romulus, Mich.—Jas. R. Taylor has bot the elvtr. of J. D. McLaren & Co. and will place it in operation.

Frankfort, Mich.—The elvtr. at this place is being dismantled and the material will be shipped to Toledo.

Coleman, Mich.—Hursh & Son are building a new elvtr. to replace the one which burned last February.

Saginaw, Mich.—The Michigan Hay & Grain Dealers Ass'n will hold its annual meeting in this city July 31.

Corunna, Mich.—The recently incorporated Farmers Elvtr. Co. bot and took possession July 1 of the elvtr. of A. W. Green.

Sturgis, Mich.—We are coating the roof with a roof paint and will cover 2 sides, using steel siding on our coal elvtr.—Blue & Gilliams.

Dimondale, Mich.—George W. Elliott, of Dewitt, has broken ground for a 10,000-bu. up-to-date elvtr., which will be finished to handle this season's crop.

Adrian, Mich.—We are placing on our elvtr. a few sheets of corrugated iron siding, which the wind took off recently.—Wm. Preece, agt. Detroit Mfg. Co.

Marshall, Mich.—The recently organized Marshall Elvtr. Co. is planning to build an up-to-date fireproof elvtr., with concrete bins. The site will be furnished by the Michigan Central R. R.

Port Huron, Mich.—Bert Carlson has bot the elvtr. and mill, which Frederick Clark recently took over from C. E. Oliver, prop. of the Model Mfg. Co. The plant was closed while negotiations were being made.

Hudsonville, Mich.—Van Nord & Son, of Jamestown, have bot the elvtr., mill and other property of Mrs. George Boer, widow of the late George Boer, and will operate it in connection with their elvtr. at Jamestown.

Burr Oak, Mich.—A farmers co-operative society, which was recently organized, has just completed a store house and will not only do its own shipping of farm products but will buy certain commodities as needed. It has no elvtr. as yet. Emil Frohriep is mgr.—Campbell & Co.

Carson City, Mich.—The recently incorporated Inter-County Elvtr. Co. was formed to finance the building of an elvtr. plant here, to be leased to the Lewellyn Bean Co. All kinds of grain will be bot and a retail business in coal, lumber and tile will be conducted.—Martin Grace, sec'y.

Coldwater, Mich.—We will remodel the property, which we recently purchased, by removing a few partitions, installing a Fairbanks Wagon Scale, elevating leg, enlarging the bean sorting dept. and installing an electric bean picker. When completed it will be an up-to-date bean elvtr.—Coldwater Co-operative Co.

Marlette, Mich.—The recently incorporated Farmers Elvtr. Co. purchased and took possession about July 1 of the 2 grain and bean elvtrs., power plant, hay and storage warehouses, coal sheds and all other property of the Holmes Grain Co. at this place. John Nicolson is pres. and Wm. McTavish is mgr. of the company.—X. K.



Owosso, Mich.—The Randolph, Hall & Young Seed & Grain Co. will commence work about July 15 on a reinforced concrete elvtr., on the Grand Trunk. It will be a 50x96 ft. fireproof structure and will cost about \$45,000.—K.

Eaton Rapids, Mich.—Dan Willis, mgr. of the elvtr. of J. D. McLaren & Co. at Clare, has resigned to take charge of the elvtrs. at this place and Onondaga which the Eelden Co., lessee, purchased from the N. A. Strong Estate.

Detroit, Mich.—A com'te composed of members of the Board of Trade June 30 secured a temporary injunction from Judge Codd restraining the Michigan Central R. R. from demolishing Elvtr. "B." Some weeks ago the railroad company declared an embargo on incoming grain for the elvtr. and since that time grain, already in store, has been worked out, preparatory to taking down the elvtr. As the Detroit Elvtr. burned a few months ago the members of the Board of Trade object to any further crippling of facilities here.

## MINNESOTA

Doyle, Minn.—The Equity Elvtr. Co. will build an elvtr. here.

Litchfield, Minn.—The elvtr. of the Independent Elvtr. Co. has been closed for repairs.

Park Rapids, Minn.—The Long Prairie Mlg. Co. has installed electricity for power in its plant.

Sacred Heart, Minn.—We are building a new 16x42 ft. coal shed.—A. A. Mostue, mgr. Farmers Elvtr. Co.

Wanamingo, Minn.—Rudolph Emerson has been retained for another year as mgr. of the Farmers Elvtr. Co.

Porter, Minn.—Henry G. Pederson, formerly mgr. of the elvtr. of R. Fischer, has removed to Buffalo Lake.—B.

Lime Creek, Minn.—J. F. Holinka, formerly agt. of the Hubbard & Palmer Co., has removed to Isabel, S. D.—B.

Glencoe, Minn.—The Farmers Elvtr. Co. has secured an option for the purchase of the flour mill of the Glencoe Mlg. Co.

Luverne, Minn.—Olaf Tollefson has been retained as mgr. of the Farmers Elvtr. Co. for another year at an increased salary.

Northfield, Minn.—Mr. Campbell is remodeling his mill. He is planning to erect concrete grain storage tanks adjoining it.

Hayfield, Minn.—T. O. Distad has resigned as mgr. of the Farmers' Elvtr. & Mercantile Co., having purchased an elvtr. at Byron.

Taunton, Minn.—The elvtrs. of the Marshall Mlg. Co. here and at Marshall are being overhauled. T. E. Ibberson is doing the work.

Sherman sta. (Winsted p. o.), Minn.—Fire recently destroyed the 50,000-bu. elvtr. of the Farmers Elvtr. Co., with a loss of about \$10,000.

Gaylord, Minn.—Jacob Geib, for a number of years buyer for the Great Western Grain Co., has purchased the elvtr. and will operate it on his own account.

Twin Lakes, Minn.—John P. Donahue, agt. of the Speltz Grain & Coal Co., was recently struck by a roll, which broke loose and fell from the top of the elvtr.

Middle River, Minn.—The elvtr. of the Red Lake Falls Mlg. Co. burned June 21, with an estimated loss of \$13,000, fully covered by insurance. The elvtr. will be rebuilt.

Triumph, Minn.—Work is progressing on the fireproof elvtr. for which the Farmer Elvtr. Co. recently let contract to D. F. Hoag & Co. This elvtr. will replace the one burned Mar. 16.

Annandale, Minn.—The Farmers Elvtr. Co. has been organized with Emil Maur as pres. and Henry Ransom, sec'y. The company has purchased and taken possession of the elvtr. of O. L. Cofield. Fuel, flour and feed will be handled in connection.

Alberta, Minn.—The farmers in this locality are organizing an elvtr. company to take the place of the old organization, which discontinued operation a year ago when its elvtr. burned.

Borup, Minn.—The Cargill Elvtr. Co. wrecked its old elvtr. and erected a 40,000-bu. up-to-date house. A new cleaner has been installed.—E. P. Larness, agt. St. Anthony & Dakota Elvtr. Co.

Appleton, Minn.—Martin Hausen, formerly grain buyer for the Miller Elvtr. Co. at Sacred Heart for many years, has succeeded the late N. E. Johnson as mgr. of the Farmers Elvtr. Co. here.

Biscay, Minn.—The Biscay Mlg. Co., operating an elvtr., has been incorporated; capital stock, \$100,000; incorporators, Joseph Monroe, J. F. Burich, of this city, and S. J. Sullivan, of St. Paul.

Mankato, Minn.—Walter Newman, employed at the elvtr. of the Hubbard Mlg. Co., recently fell from the top of a box car, breaking his arm and receiving severe bruises about the head and face.

Stewartville, Minn.—The Farmers Elvtr. Co. is taking down its old elvtr. and will erect a larger up-to-date house on the same site. The new structure will cost \$10,000 and will be finished by Aug. 1.

Utica, Minn.—J. J. Campbell, formerly sec'y of the Utica Grain Co., is now mgr. of the company, succeeding Harry A. Rasmussen, who resigned to take charge Aug. 1 of the elvtr. of the Farmers Elvtr. Co. at Belle Plaine.

Evan, Minn.—The elvtrs. owned by the Eagle Roller Mills Co. and W. M. Mowrey & Son burned June 22. Lightning struck the former elvtr., containing 3,500 bus. of grain, and spread rapidly to the other house, which was empty. A car on the track, loaded with about 600 bus. of corn, also burned.

Winthrop, Minn.—Chas. E. Peterson has closed his elvtr. and taken charge of an elvtr. at Enderlin, N. D. E. W. Langer has resigned as agt. of the Pacific Elvtr. Co. to become mgr. of an elvtr. at Toston, Mont. J. C. Kramer, who was ass't mgr. of the Farmers Elvtr. Co., is now mgr. of an elvtr. at Bynum, Mont.

Kragens, Minn.—In the case of the State against John Ness, charged with embezzlement, the jury returned a verdict of not guilty. The state claimed that Ness as agt. of the Imperial Elvtr. Co. bot grain from farmers in the fall of 1915 and that he charged the elvtr. company with more grain than he bot. He was further charged with burning the elvtr. when he was asked to ship the grain to Minneapolis.

Dawson, Minn.—The Farmers Co-operative Elvtr. Co., which was recently compelled to close its elvtr. on account of losses, will be continued. The liabilities of the company are estimated at \$30,000 and the assets will cover more than half of this amount for which the officers and shareholders will have to stand responsible. S. L. Johnson, mgr., who did not work upon a sufficient margin of profit and had large outstanding accounts, will be retained and given a chance to put the company on a firm financial basis.

## DULUTH LETTER.

Trades in 1,000-bu. lots in wheat are now quoted on the Duluth Board of Trade.

Trading in futures in flaxseed was restored June 25 on the Board of Trade without restriction, except that the maximum price on July shall be \$3.40 and September \$3.30.

The H. Poehler Co. has obtained the grain and stock wire of Lamson Bros. & Co. and established an office in the lobby of the trading hall of the Board of Trade. Ray Ebner is acting as correspondent.

Elvtr. operators at this place and Superior have fixed a charge of 1½¢ a bu. for unloading grain from the cars for the present year, that to include 15 days' storage. Storage charges thereafter will be at the rate of 1-30¢ per bu. a day. The storage charges have been on a basis of 1-40¢ per bu. per day up to the present time.

The Barnes-Ames Co., it is understood, will retire from active grain business during the time Julius H. Barnes, its pres., is associated with governmental agencies in the handling of the food control problem.

Al C. Smith, first ass't chief grain inspector at Minneapolis, has succeeded Charles F. Maxfield as deputy chief grain inspector here. R. W. Gray has been appointed first ass't inspector, C. P. Earl, 2nd ass't inspector, and D. D. Sherman, 3rd ass't inspector. Several new deputies will be added to the dept., which was cut down last year on account of the poor crop.

## MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are quoted at \$5,000.

The Monarch Elvtr. Co. has closed its Republic Elvtr. for repairs.

The Crescent Terminal Elvtr. is now being equipped with new machinery. T. E. Ibberson is doing the work.

Complete new equipment is being installed in the elvtr. of the Gee Grain Co. T. E. Ibberson is doing the work.

George Metcalf, formerly mgr. of the L. Christian Mlg. Co., is now associated with the Northern Grain Commission Co.

J. D. Lamb has been appointed a member of the arbitration com'te of the Chamber of Commerce, succeeding J. C. Wyman, resigned.

The contract has been let to R. H. Follwell for 1,200,000 bus. additional storage for the Soo Terminal Elvtr. It will consist of thirty 24-ft. reinforced concrete tanks.

F. H. Ellis, vice-pres. and general supt. of the Imperial Elvtr. Co., aged 56 years, was instantly killed June 24 by falling from the window of his room on the 3rd floor of the West Hotel. He had apparently been walking in his sleep. His widow and a daughter survive him.

The following are among the larger contributors to the Red Cross: F. H. Peavey & Co., \$25,000; Van Dusen Harrington Co., Cargill Elvtr., \$5,000; George C. Bagley and Osborn-McMillan Elvtr. Co., each \$2,500; Columbia Elvtr. Co., \$2,000; John R. Marfield, E. S. Woodworth, Northwestern Elvtr. Co., B. B. Sheffield, W. G. Gooding and B. H. Woodworth, each \$1,000.

The following memberships in the Chamber of Commerce have been transferred: E. A. James to George E. Thompson; Chas. S. Hixon to F. C. Tenney; R. G. Sims to John A. Maharg, and W. R. Midwood to Louis A. Walling. The following requests for transfer of membership have been posted: A. Rothschild to Charles O. Larson, A. M. Midwood to R. G. Sims, George F. Briggs to Miles L. Kane, Estate of Nels Olson to W. H. McWilliams, George J. Reed to Franklin S. Funke, D. M. Countryman to Ernest W. Dittes.

## ST. PAUL LETTER.

The Capital City Mlg. & Grain Co. is building an additional warehouse and has installed up-to-date grain scales.

Charles F. Maxfield, who went to Duluth 2 years ago from Minneapolis to succeed H. E. Emerson as deputy chief grain inspector, came to this city July 1 to take charge of a new dept. created here, with offices in the Zenith Bldg.

The course to be given at the University of Minnesota for grain elvtr. managers will cover the week from July 28 to Aug. 4. Those attending will be expected to give about three hours every forenoon to systematic work in elevator accounting. This work in accounting will be chiefly conducted by Mr. Frank Robotka, who is jointly employed by the Office of Markets of the Federal Department of Agriculture and this division of the University. In addition, we expect to have a number of addresses on broader topics relating to the grain trade, such as the function of grain exchanges, the export trade, the effects of the war and the like. We expect to give the elevator men opportunity to visit the places of interest in connection with the grain trade in the Twin Cities.—E. Dana Durand, chief of division of research.



## MISSOURI

Golden City, Mo.—Farmers are organizing an elvtr. company here.

Craig, Mo.—Emmett Gaffney is the new mgr. of the Farmers Elvtr. Co.

Stover, Mo.—Bauer & Kormeyer are building an addition to their elvtr.

Clinton, Mo.—The Farmers Elvtr. & Supply Co. incorporated; capital stock, \$10,000.

Mayview, Mo.—The Farmers Elvtr. Co. will commence work soon on a concrete elvtr.

Lamar, Mo.—A farmers elvtr. company is being organized with a capital stock of \$10,000.

Camden, Mo.—The R. V. Seward & Sons Grain Co., of Hardin, is building an elvtr. at this point.

Ash Grove, Mo.—John Sisk has bot the elvtr. and other property of the Ash Grove Mlg. Co., paying \$6,000.

Gower, Mo.—A. L. Gartin is planning to build an elvtr. and operate it in connection with his coal business.

Sikeston, Mo.—The capital stock of the Sikes-McMullin Grain Co. has been increased from \$50,000 to \$175,000.

Carrollton, Mo.—We have erected a small frame building to be used as a scale house and office.—Carrollton Grain Co.

Skidmore, Mo.—I have recently sold my elvtr. and grain business at this station to the Kellogg Seed Co.—J. C. Spahr.

Aurora, Mo.—An addition is to be built for the Majestic Mlg. Co. by the Burrell Engineering & Construction Co. The addition will cost about \$8,000.

Clinton, Mo.—The Larabee Flour Mills Corporation will build concrete grain storage tanks, of 250,000 bus. capacity, in connection with its 1,100-bbl. mill at this place.

Republic, Mo.—J. D. Frisbee, formerly with the Kingman Mlg. Co. at Kingman, Kan., is now in charge of the Langenberg Mlg. Co., operating an elvtr. and mill here.

Pierce City, Mo.—The J. W. Vance Mlg. Co. has been incorporated, with a capital stock of \$100,000, to operate the 75,000-bu. elvtr. and mill, which have been conducted by the J. W. Vance Estate since the death of Mr. Vance a few months ago.

## KANSAS CITY LETTER.

Fire recently damaged the grain warehouse of the Ernst Hay & Grain Co. to the extent of \$1,200.

The Updike Grain Co., of Chicago, Ill., has opened a branch office at 323 Board of Trade Bldg., with J. K. Christoffs as mgr.

Harry G. Randall, mgr. of the Midland Mlg. Co., has purchased the membership of L. B. Young, of Hutchinson, for \$8,500, and has been admitted to membership in the Board of Trade.

The following contributed generously to the Red Cross: H. F. Hall, Hall-Baker Grain Co., Simonds, Shields Grain Co., Lonsdale Grain Co., Goffe & Carkener, B. F. Hargis Grain Co., L. E. Moses, pres. Kansas Flour Mills Co., A. L. Harroun, E. D. Fisher Com's'n Co.

The Simonds-Shields-Lonsdale Grain Co. has been formed thru the consolidation of the Simonds-Shields Grain Co. and the Lonsdale Grain Co. The company has storage capacity in the Great Western and Milwaukee Elvtrs. aggregating 4,150,000 bus. John Simonds has sold his interest. The new company, which has a capital stock of \$350,000, is composed of E. W. Shields, pres., C. W. Lonsdale, vice-pres., F. C. Vincent, treas., F. B. Godfrey, ass't sec'y, H. J. Smith, sec'y, and Leslie Rosenberg.

## ST. JOSEPH LETTER.

The Larabee Mill has opened offices here under the name of the Missouri Valley Grain Co.

A meeting of the grain dealers of Northeast Kansas and Northwest Missouri has been called at St. Joseph for July 11. Two topics will be considered; the new federal grain standards act and the proposed food legislation.

Miss Dell Rupert, formerly employed in the office of the state grain inspector here, has entered the employ of the G. W. Carter Grain Co. and started out this week to make a trip thru Kansas for this firm.

The Holdridge Grain Co. incorporated; capital stock, \$20,000; incorporators, F. G. Endelman, pres., Warren M. Huff, sec'y, Oliver C. Hathway and others. Offices have been established in the Corby-Forsee Bldg. Mr. Endelman recently came to this city to take charge of the buying for the Larabee Mills.

The contract was let and work started July 2 on 16 additional storage tanks at the Public Elvtr. This will add 550,000 bus. storage and give it a total capacity of 1,050,000 bus. The cost of the improvements is about \$125,000 and the work will be done by J. W. Lehr, who is completing the storage plant for the new Larabee Mill and under terms of the contract must have these new tanks completed in 75 days. This elvtr. is operated by the St. Joseph Public Elvtr. Co., of which J. L. Frederick is pres. and R. E. Hastings, vice-pres. and treas.

## ST. LOUIS LETTER.

The Langenberg Hay & Grain Co. has increased its capital stock from \$25,000 to \$100,000.

The Mullally Hay & Grain Co. incorporated; capital stock, \$5,000; incorporators, Martin Mullally, John Mullally and William O'Toole.

The Elmore-Schultz Grain Co. has erected 28 additional concrete bins, with a capacity of 250,000 bus., as an annex to its public elvtr.

The following memberships in the Merchants Exchange have been presented to Sec'y Eugene Smith for redemption at \$400, under the rule providing for that price during this year: John F. Frank, Okawville, Ill.; Wm. A. Thomson, Louisville, Ky.; H. D. Wassen, Louis F. Beck, Louis F. McGinn and Fred L. Wallace, of this city.

## MONTANA

Calkins, Mont.—Farmers are organizing a company to build an elvtr.

Ronan, Mont.—The erection of another elvtr. here is being discussed.—K.

Terry, Mont.—The Equity Elvtr. Co. is planning to build an elvtr. at this place.—K.

Terry, Mont.—The Russell-Miller Mlg. Co. will build an elvtr. on the Northern Pacific.—K.

Chelsea sta. (Poplar p. o.) Mont.—Ed Dodge will erect an elvtr. in the near future.

White Sulphur Springs, Mont.—A farmers elvtr. company is being organized to build an elvtr.

Toston, Mont.—E. W. Langer, of Winthrop, Minn., is now mgr. of the Farmers Elvtr. Co. here.

Bynum, Mont.—J. C. Kramer, of Winthrop, Minn., is now mgr. of the Equity Elvtr. Co. here.

Cascade, Mont.—The capital stock of the State Elvtr. Co. will be increased from \$30,000 to \$100,000.

Oxford, Mont.—We have installed a new cleaner in our elvtr. at this station.—Farmers Elvtr. Co., Judith Gap.

Worden, Mont.—I am building a 40,000-bu. up-to-date cribbed elvtr. this summer.—Frank A. Cousins, Huntley.

Ft. Benton, Mont.—H. Hunkins has been retained as mgr. of the Farmers Elvtr. & Trading Co. for another year.

Denton, Mont.—W. E. Hayes is now mgr. of the Farmers Elvtr. Co. and Wm. Winigar is mgr. of the Denton Mlg. Co.

Lewistown, Mont.—G. L. Friedlein has been retained as mgr. and sec'y of the Farmers Elvtr. Co. for another year.

Coombs, Mont.—The Treasure State Elvtr. Co., of Billings, and the Farmers Elvtr. Co., in which J. H. Leuthold, of Park City, is interested, will build 40,000-bu. elvtrs. on the Northern Pacific. Sites have already been secured.

Wickett, Mont.—The Star Elvtr. Co., of Jamestown, N. D., has been granted a site, on the Northern Pacific, for a 40,000-bu. elvtr.

Wolf Point, Mont.—The Winter-Truesdell-Ames Co., of Minneapolis, Minn., has let contract for a 30,000-bu. elvtr. to T. E. Ibberson.

Livingston, Mont.—The Park County Mlg. Co. will have its new 80,000-bu. concrete and wooden elvtr. and warehouse completed in August.

Nashua, Mont.—The Winter-Truesdell-Ames Co., of Minneapolis, Minn., will erect at once a 30,000-bu. elvtr. T. E. Ibberson has the contract.

Kevin, Mont.—A. Nicholas has succeeded me as mgr. of the Equity Co-operative Exchange.—Carter Pendergast, mgr. Farmers Elvtr. Co., Hingham.

Nora, Mont.—The Occident Elvtr. Co., of Minneapolis, Minn., and the Farmers Elvtr. Co. have secured sites for 40,000-bu. elvtrs. on the Northern Pacific.

Judith Gap, Mont.—We have installed a 15-h. p. electric motor and a new cleaner in our elvtr. at this place.—Farmers Elvtr. Co., per C. W. Franks, mgr.

East Helena, Mont.—The Montana Central Elvtr. Co. will break ground for an elvtr., of from 40,000 to 50,000 bus. capacity, on the Northern Pacific.—K.

Roundup, Mont.—C. J. Holme, recently resigned as mgr. of the Farmers Elvtr. Co. at Donnybrook, N. D., to become grain buyer for the Farmers Elvtr. Co. here.

Sweetgrass, Mont.—The International Elvtr. Co., of Duluth, Minn., has let contract for a 30,000-bu. elvtr. to T. E. Ibberson. Up-to-date machinery will be installed.

Dooley, Mont.—A. F. McLean has been elected pres. and G. C. Epler, sec'y-treas. of the recently incorporated Equity Elvtr. & Mercantile Co., which will buy or build an elvtr. here.

Molt, Mont.—The Treasure State Elvtr. Co., of Billings, Farmers Elvtr. Co., and the Occident Elvtr. Co., of Minneapolis, Minn., have secured sites, on the Northern Pacific, for 40,000-bu. elvtrs.

Froid, Mont.—W. Swails, formerly with the Victoria Elvtr. Co. at Homestead, is now grain buyer for the Farmers Elvtr. Co. here, succeeding Fred Bettschen, who resigned July 1 to accept a position at Glasgow.

Rapelje, Mont.—Sites for 40,000-bu. elvtrs. on the Northern Pacific have been granted to the Occident Elvtr. Co., of Minneapolis, Minn., Farmers Elvtr. Co., Star Elvtr. Co., of Jamestown, N. D., and the Equity Co-operative Ass'n.

Shelby, Mont.—We have let contract for a 30,000-bu. elvtr., equipped with a cleaner and feed mill, to be ready for the present crop. L. E. Lyon is pres. and N. D. McIver has been engaged as mgr. of our company, which is also engaged in the implement business.—Equity Co-operative Ass'n.

Big Sandy, Mont.—The International Elvtr. Co. has let contract for a 40,000-bu. elvtr. to T. E. Ibberson. It will have 18 bins, 2 legs, platform dump scale and cleaner. The power will be furnished by 3 different motors, driving the machinery with silent chain drives. Work will be started at once.

Hingham, Mont.—Carter Pendergast, formerly mgr. of the Equity Co-operative Ass'n at Kevin, has succeeded W. M. Mott as mgr. of the Farmers Elvtr. Co. The Montana & Dakota Elvtr. Co. and the St. Anthony & Dakota Elvtr. Co. operate elvtrs. The International Elvtr. Co. is building an elvtr. now and the Imperial Elvtr. Co. is planning to build.

## NEBRASKA

Edison, Neb.—Bruce & Co. will erect a new elvtr.

Buda, Neb.—The Farmers Grain Co. has been incorporated.

Waverly, Neb.—The Farmers Union will build new coal sheds.



Genoa, Neb.—The Farmers Union has built a new warehouse.

Shelby, Neb.—The elvtr. of the Dawson Grain Co. is being overhauled and repaired.

Lebanon, Neb.—The Farmers Equity Union is building a flour mill adjoining its elvtr.

Holdrege, Neb.—Victor Wilson, of Keene, is now mgr. of the Farmers Elvtr. Co. here.

Maskell, Neb.—J. J. Dougherty, of Obert, is the new agt. of the McCaul-Webster Elvtr. Co.

Ravenna, Neb.—The Ravenna Mills are enlarging and remodeling their elvtr. and warehouse.

Big Springs, Neb.—The farmers have organized a company to build an elvtr. at a cost of \$10,000.

Auburn, Neb.—The Farmers Union contemplates the erection of an addition to its 12,000-bu. elvtr.

Wilsonville, Neb.—The J. W. Anderson Grain Co., of Holdrege, has bot the elvtr. of S. A. Austin.

Plainview, Neb.—Frank Bullock, of Nickerson, is now agt. of the Nye Schneider Fowler Co. here.

Waterloo, Neb.—W. Young has succeeded E. T. Hall, who resigned as mgr. of the Waterloo Elvtr. Co.

Lebanon, Neb.—The J. W. Anderson Grain Co., of Holdrege, has purchased the elvtr. of S. A. Austin.

Wynot, Neb.—A. H. Hillis, of Ponca, has bot the elvtr., stock yards and other property of Richard Brewer.

Rising City, Neb.—The elvtr. of the Dawson Grain Co. is being repaired and will be placed in operation.

Shubert, Neb.—Martin Kelley is pres. and P. W. Carr is mgr. of the recently organized Farmers Elvtr. Co.

Milligan, Neb.—Stanly Chudly, agt. of the Nebraska-Iowa Grain Co., was married June 26 to Miss Elsie Kouba.

Primrose, Neb.—N. F. Allard has succeeded A. J. Cook, who resigned his position with the Farmers Elvtr. Co.

Merna, Neb.—Olin Jacquot, of Jacquot & Sons, grain dealers, was married June 26 to Miss Elsie Trimble, of Kearney.

Central City, Neb.—The T. B. Hord Grain Co. has completed the new office in connection with its elvtr. on the U. P.

Elmwood, Neb.—The Farmers Elvtr. Co. has erected a store house and feed grinding plant at its elvtr., on the Mo. Pac.

Hoskins, Neb.—The west section of the elvtr. of the Farmers Elvtr. Co. has been removed and minor improvements made.

Shippee, Neb.—The J. W. Anderson Grain Co., of Holdrege, bot and will take possession July 15 of the elvtr. of S. A. Austin.

Holdrege, Neb.—The J. W. Anderson Grain Co. has bot the line of elvtrs. of S. A. Austin and will take possession July 15.—K.

Powel, Neb.—A. M. Strawhacker & Son recently bot the grain, lumber, coal and implement business of Nelson Bros.—C. W. Samms.

Hendley, Neb.—The J. W. Anderson Grain Co., of Holdrege, has bot the elvtr. of S. A. Austin and will take possession July 15.

Burwell, Neb.—The Farmers Union Ass'n incorporated; capital stock, \$20,000; incorporators, John W. Penas, A. C. Wheeler and others.

Ruby sta. (Milford p. o.), Neb.—The elvtr. of the Buckley Grain Co. has been remodeled and opened for business with D. H. Wolf as mgr.

Wynot, Neb.—Chris Schaller has succeeded B. R. McFarland, who resigned as agt. of the King Elvtr. Co. to engage in farming at Oco, Mont.

Bradshaw, Neb.—Will De Bond, of York, is now mgr. of the Farmers Elvtr. Co., succeeding Lee L. McCarthy, who has joined the officers' training camp.

St. Paul, Neb.—George N. Sparks, who is employed by the Farmers Grain & Supply Co. of this place, was married June 17 to Miss Pauline Becker of Sutton, Neb.

Dalton, Neb.—The Farmers Elvtr. Co. has let contract for an addition to its elvtr. to the R. M. Van Ness Construction Co. The new building will double the storage capacity.

Pierce, Neb.—Geo. Drebert has let contract for a new elvtr. to the Younglove Construction Co. Work is now progressing on the elvtr. which will be up-to-date in every way.

Julian, Neb.—Lightning recently struck our elvtr., tearing a few shingles off the gable end. The damage was covered by insurance.—E. E. Smith, agt. Farmers Union Ass'n.

Leigh, Neb.—The new elvtr., which the Farmers Mercantile Co. is building to replace its old house, is nearing completion. The R. M. Van Ness Construction Co. has the contract.

Stratton, Neb.—The elvtr. of the Farmers Elvtr. Co. burned recently, together with about 2,000 bus. of corn, cane seed and small grain. The loss is reported to be covered by insurance.

Superior, Neb.—Work is progressing on the 40,000-bu. concrete elvtr. and corn mill for which the Superior Corn Products Co. recently let contract to the Burrell Engineering & Construction Co.

Benedict, Neb.—W. B. McMullen, mgr. of the Farmers Grain Ass'n, was married June 21 to Miss Ruby McCarty, of York. On his wedding trip he and his wife visited several of the grain exchanges.

Kearney, Neb.—The Farmers Elvtr. Co. still owns an elvtr. here and did not sell it as was reported some time ago. It has been idle for the past 8 years. The Kearney Flour Mills have an elvtr. but grind all the grain available. The J. P. Gibbons Grain Co. also owns an elvtr. at this point.—X.

Liberty, Neb.—We are building a 17,000-bu. elvtr. to replace the old one, which was 37 years old and past use. The R. M. Van Ness Construction Co. has the contract for the elvtr., which is expected to be completed by Aug. 1. We had a very good year, having handled 89,593 bus. of corn, 60,915 bus. of wheat, 2,121 bus. of oats. The amount of business done was \$192,584.92.—C. W. Hageman, mgr. Liberty Grain Co.

## OMAHA LETTER.

The Grain Exchange has voted \$1,000 to the Red Cross. This is in addition to the individual subscriptions of members.

Fred L. Wallace, formerly engaged in the grain business at St. Louis, Mo., is now federal supervisor of grain inspection at this point.

The Maney Mlg. Co. has started work on the reinforced concrete grain tanks for which it let contract to the Burrell Engineering & Construction Co. to replace its burned plant.

The Dawson Grain Co., operating a line of 7 elvtrs., has bot the business of the Cavers Elvtr. Co., including the lease of the Rock Island Elvtr. at Council Bluffs, and the elvtrs. at Neola and Underwood, Ia. J. A. Bender will continue to have charge of the elvtr. at Council Bluffs. John A. Cavers, pres. and general mgr. of the Cavers Elvtr. Co., will continue to operate the Casco Mlg. Co., of which he is pres.

## NEW ENGLAND

Ware, Mass.—William N. Howard, of D. Howard & Sons, grain dealers, was married recently to Miss Muriel Marsh Lovett.

Boston, Mass.—The Hislop-Kelly Co. has been incorporated, with a capital stock of \$15,000, to mill and grind wheat, corn and oats.

Portland, Me.—The U. S. Cereal Co. incorporated; capital stock, \$500,000; incorporators, Ernest E. Noble, E. A. Tuner, and others.

Lynn, Mass.—The Butman Grain Co. incorporated; capital stock, \$50,000; incorporators, Wm. W. Butman, treas., R. C. DeNormandie and A. T. Parsons.

Boston, Mass.—The William Culkeen & Sons Co. incorporated to do a grain and hay business; capital stock, \$24,000; incorporators, Thomas F. Culkeen, pres., Elizabeth E. Culkeen, treas., and others.

Westerly, R. I.—The C. W. Campbell Co. is building a 7-story elvtr. and 5-story storehouse to replace its plant, which burned Mar. 22. The elvtr. will be 36x48 ft., of frame construction, covered with asbestos.

## NEW MEXICO

Dedman, N. M.—No elvtrs. are located at this point. The elvtr. of the Moehler & Green Grain Co., which burned last September, has not been rebuilt.—X.

Anthony, N. M.—The Anthony Mlg. Co. has been incorporated by W. A. Primm and J. A. Seiler to operate their recently acquired grain storage tanks, mill and warehouse.

## NEW YORK

Lisbon, N. Y.—The recently incorporated Lisbon Mlg. Co. will purchase and operate the 5,000-bu. elvtr., on the Rutland R. R., in connection with its plant.—X.

Poughkeepsie, N. Y.—The Reynolds Elvtr. Co. incorporated to deal in grain, flour and hay; capital stock, \$50,000; incorporators, H. S. and W. L. Reynolds and L. Van Vlack.

## BUFFALO LETTER.

The George Urban Mlg. Co. has increased its capital stock to \$300,000.

Walter Voss, sec'y and treas. of the Lake Grain Elevating Ass'n, died June 20 of pneumonia, at the age of 49 years. He began his career as office boy in the grain office of Daniel Newhall.

Effective June 10 the elevating rate, including 5 days' storage, was raised to ½c per bu., or ¼c higher than the rate prevailing for several years. This is due to the higher cost of labor. Other charges have not been changed.

The elvtr. and mill of the Banner Mlg. Co. have been taken over by the state of New York to furnish a loading and unloading terminal for the Erie barge canal. The buildings will be remodeled for terminal and warehouse purposes. The company will continue business at a new location.

## NEW YORK LETTER.

Carl P. Buckland, George Dudman, and Joseph M. Murphy have applied for membership in the Produce Exchange.

Milmine, Bodman & Co. incorporated; capital stock, \$250,000; incorporators, H. L. Bodman, F. C. Kirchnoff and H. R. Forster. The offices of the company are in the Produce Exchange Bldg.

The Grain Growers Export Co. incorporated; capital stock, \$100,000; incorporators, J. J. O'Donohoe, H. F. Karst and M. R. Wilber. The offices of the company are in the Produce Exchange Bldg.

The grain com'te of the Produce Exchange has been named as follows: William C. Mott, chairman; Edwin W. Elkins, Gerald F. Earle, William J. Brainard, F. C. Kirchnoff. The members of the grain commission rules com'te are: Frank I. Maguire, chairman; C. Walton Andrus, Stephen J. Hill, Jr., J. H. Bowne and C. C. Rubins.

## NORTH DAKOTA

Hartland, N. D.—The Farmers Elvtr. Co. will install a Midget Marvel Mill.

Esmond, N. D.—The elvtr. of the Andrews Grain Co. is being improved.

Hastings, N. D.—The Farmers Elvtr. Co. will install a 25-h. p. engine and a scale.

Dawson, N. D.—Ernest Bunker, formerly mgr. of the Farmers Elvtr. Co., died June 2.



Durbin, N. D.—Louis Celkey, formerly of Derrick, is now with the Farmers Elvtr. Co. here.

Kintyre, N. D.—John Mennes has been reinstated as grain buyer for the Farmers Elvtr. Co.

Antelope, N. D.—Frank Bovelace is now grain buyer for the Occident Elvtr. Co. at this station.

Willow City, N. D.—Ferd Olson has resigned as mgr. of the Brown Valley Farmers Elvtr. Co.

Lankin, N. D.—The Spaulding Elvtr. Co. has let contract for a 30,000-bu. elvtr. to T. E. Ibberson.

Sherwood, N. D.—A. C. Sorenson has succeeded Arthur Lane as mgr. of the Farmers Elvtr. Co.

Bordulac, N. D.—Nels Asterdahl has succeeded H. A. Aker as mgr. of the Bordulac Farmers Elvtr. Co.

Enderlin, N. D.—Chas. E. Peterson, of Winthrop, Minn., is now mgr. of the Farmers Elvtr. Co. here.

Kensal, N. D.—A 25-h. p. gasoline engine has been installed in the elvtr. of the Farmers Elvtr. Co.

Mercer, N. D.—Herbert C. Wiest, aged 38 years, who was agt. of the Andrews Grain Co., died recently.

Litchville, N. D.—Jacob Johnson, 41 years of age, grain buyer at the elvtr. of N. J. Olsen & Son, died June 19.

Binford, N. D.—The remodeling of the elvtr. of the Farmers Elvtr. Co. has been completed. T. E. Ibberson did the work.

Bordulac, N. D.—The elvtr. of the Farmers Co-operative Elvtr. Co., of which P. L. Hodge is mgr., is now closed for repairs.

Hampden, N. D.—The Winter-Truesdell-Ames Co. is installing a new cleaner, legs and pits. T. E. Ibberson is doing the work.

New Rockford, N. D.—The Equity Elvtr. Co. will make changes and improvements in its elvtr. T. E. Ibberson will do the work.

Sanborn, N. D.—Geo. Hayes, formerly mgr. of the Farmers Elvtr. Co. here, is now mgr. of the Farmers Elvtr. Co. at Denton, Mont.—K.

Max, N. D.—The Farmers Elvtr. Co. will build a new coal shed and office and make other general repairs. T. E. Ibberson will do the work.

Ambrose, N. D.—The recently incorporated Farmers Elvtr. Co. is a reorganization of the Farmers Elvtr. & Trading Co.—F. E. Carlson.

Pettibone, N. D.—The Farmers Union Elvtr. Co. has decided to build a larger elvtr. and office. C. B. Sorenson is mgr. of the company.

Frazier sta. (Wimbledon p. o.), N. D.—The Frazier Elvtr. & Supply Co. has been organized to build a 35,000-bu. elvtr. here, at a cost of about \$11,000.

Edmore, N. D.—Extensive repairs are being made on the elvtrs. of the St. Anthony & Dakota Elvtr. Co., Edmore Grain Co. and the M. Van Osdel Elvtr. Co.

Michigan, N. D.—The Michigan Farmers' Co-operative Elvtr. Co. incorporated; capital stock, \$25,000.00; incorporators, W. S. Fowler, B. B. Benson and N. H. Elvick.

Absarka, N. D.—G. W. Humphrey has acquired this town, including the elvtr. of the Absarka Mercantile Co., in exchange for his section of land east of Pingree.

Penn, N. D.—The Winter-Truesdell-Ames Co. will install new legs, new pan and other general improvements in its elvtr. T. E. Ibberson will do the work.

Starkweather, N. D.—The Co-operative Elvtr. Co. bot and took possession July 1 of the elvtr. and coal business of the McLaughlin Elvtr. Co. H. B. Freeborn is mgr.

Dawson, N. D.—The Farmers Union Elvtr. Co. has asked for bids for the erection of a 40,000-bu. elvtr., containing 16 bins, 2 legs and other necessary equipment, to be completed by Sept. 20. B. G. McElroy is sec'y of the company.

Merrifield, N. D.—The elvtr. of the National Elvtr. Co. burned shortly before midnight June 8. The cause of the fire is unknown. John Wolfe is agt. of the company here.

Northwood, N. D.—C. P. Swenson is pres., N. E. Berge, sec'y, and L. O. Odegaard, mgr., of the Equity Elvtr. Co., which has taken over the elvtr. of the Farmers Elvtr. Co.

Taylor, N. D.—Work has been temporarily suspended on the 50,000-bu. elvtr. of the Farmers Elvtr. Co. owing to lack of material. The company expects to complete the building this summer.

Hoving sta. (Milnor p. o.), N. D.—N. Hennon, of Valley City, on July 1 took charge of the elvtr. of the Equity Elvtr. Co., succeeding Ed Pfau, who resigned to accept a similar position at Cathay.

Fairmount, N. D.—We are doing a little repairing on the elvtr. and 400-bbl. mill, which we purchased from the Fairmount Equity Co-operative Mill & Elvtr. Co. We will start it upon the new crop.—Osceola Mill & Elvtr. Co., Osceola, Wis.

East Fairview sta. (Fairview, Mont. p. o.), N. D.—J. H. Calderhead, sec'y of the North Dakota Railway Commission, is here to learn why the Fairview Farmers Elvtr. Co. has declined to cash a storage ticket calling for \$3,000 worth of grain.

Neche, N. D.—The National Elvtr. Co., of Minneapolis, Minn., has let contract for a 30,000-bu. elvtr. to T. E. Ibberson. Equipment includes 2 legs, cleaner, automatic scale, platform dump scale and engine. This elvtr. will replace the one burned last September.

Wimbledon, N. D.—Fire June 26 completely destroyed the elvtr. of the Royal Elvtr. Co., containing a large quantity of grain. A car of grain standing on the track also burned. Estimated loss, \$15,000, fully covered by insurance. It will be rebuilt as soon as the debris is cleared away.

Stanton, N. D.—Work on the 40,000-bu. cribbed elvtr. for the Farmers Elvtr. Co. is coming to a close end. The 1,500-bu. Richardson Automatic Scale and cleaner were installed last week and the house will be placed in operation about Aug. 1.—Geo. Boepple, mgr.

Armourdale sta. (Elsberry p. o.), N. D.—The recently incorporated Equity Elvtr. Co. will build a 35,000-bu. up-to-date elvtr., equipped with a cleaner and automatic scales. D. F. Hoag & Co. have the contract for the house which will be ready by Aug. 20. T. E. Clouse is pres. and I am sec'y-treas. of the company.—Otto Pikkarainen.

Bismarck, N. D.—Reports to the railroad commission so far indicate that no town has supplied public scales and scale house under the new law, and Dr. E. F. Ladd, head of the new system, says he does not anticipate the appointment of many state deputy grain inspectors this season. An omission in the law seems to be that track buyers are not required to have grain inspected.

## OHIO

Lewistown, O.—Carl Dalrymple is rebuilding his elvtr.

South Vienna, O.—The Farmers Elvtr. Co. is being organized.

Edison, O.—I succeeded Blair & Howard on June 30.—F. E. Blair.

Hamilton, O.—We intend to install a 200-h. p. motor.—Carr Mfg. Co.

Hebron, O.—A scoop shoveler is buying grain at this station.—C. A. Pence.

Orient, O.—We are considering the erection of coal pockets—Orient Grain Co.

Grand Rapids, O.—I am out of the grain business at this place.—F. R. Southard.

Williamsport, O.—B. B. Yates & Co. are putting in a 35-h. p. International Engine.

Maple Grove, O.—Reed F. Shaull is now mgr. of our company.—Farmers Elvtr. Co.

College Corner, O.—G. W. Simpson contemplates entering the grain business.—K.

Blanchester, O.—A company is scooping some grain at this station.—Dewey Bros. Co.

Mantua, O.—We operate the only elvtr. at this station.—Mantua Grain & Supply Co.

Vanlue, O.—Farmers are organizing an elvtr. company with a capital stock of \$20,000.

Milton Center, O.—The Farmers Grain Co. is installing a grain drier.—W. E. Henderson.

McGill, O.—We will not rebuild this year our elvtr., which burned Mar. 22.—Brady Bros., Payne.

Sidney, O.—Ross Rees has succeeded C. H. Ginn, who resigned as mgr. of the Farmers Elvtr. Co.

Helena, O.—M. J. Wolfe, of Fremont, bot and took possession July 1 of the elvtr. of the Helena Elvtr. Co.

McCutchenville, O.—The Seneca Grain Co. has bot the elvtr. of the Sneath-Cunningham Co. for \$10,000.

Cedarville, O.—D. S. Erwin has sold his plant and it is not now used as an elvtr.—Kerr & Hastings Bros.

Bucyrus, O.—A scoop shoveler is annoying the regular grain dealers at this station.—Bucyrus Hay & Grain Co.

Pleasant Bend, O.—We will erect a 12x100 ft. coal shed and handle coal.—Pleasant Bend Grain & Seed Co.

Huron, O.—We operate the only elvtr. at this station. A scoop shoveler is buying some grain here.—J. Stryker & Son.

Edgerton, O.—Smith & Grandy have bot our elvtr. and hay barn and are the only grain dealers here now.—W. C. Lewis Co.

Benton Ridge, O.—Bennett & Hammond are building a 12,000-bu. elvtr. addition to their plant at this station.—N. A. Bennett.

Thackery, O.—We have put in a new 45 h. p. boiler, built a feed room and installed a new grinder.—DeBolt, Niswonger & Co.

Arlington, O.—The Arlington Elvtr. & Supply Co. incorporated; capital stock, \$25,000; incorporators, F. M. Hartman and others.—K.

Greencamp, O.—The Greencamp Grain Co. will install a power seed and seed grain cleaner to be driven by electric power.—C. A. Ritzler.

Luckey, O.—We are building a 22x26 ft. office and are installing a new 10-ton Fairbanks Wagon Scale.—W. H. Slaybaugh, mgr. Martin Grain Co.

Leipsic, O.—We purchased and took possession July 1 of the elvtr. and coal business of G. A. Hirsch.—P. W. Davis, mgr. Gilboa Grain Co., Gilboa.

Chillicothe, O.—We expect to have our new elvtr., on the B. & O. S. W., ready for the new wheat crop. S. C. Weidinger is mgr.—Weidinger Grain & Supply Co.

Quincy, O.—We have remodeled some of our buildings and enlarged them so that they will hold 6 or 7 cars of feed and flour, this being a new dept.—Quincy Grain Co.

Antwerp, O.—The Equity Exchange Co. succeeded the Peoples Elvtr. Co. on Mar. 15. It is now draining the pit, using 8 in. sewer pipe. General repairs are being made in the elvtr.

Hamilton, O.—C. M. Eikenberry, grain dealer of this city, has been appointed to the Ohio branch, council of national defense. He will be put on the food and conservation com'te.

Antwerp, O.—We purchased and took possession July 2 of the elvtr. of the Square Deal Grain Co. at this station, on the Wabash. Roy H. Roland and Shelby Teegardin will conduct the business here.—Teegardin Grain Co., Duvall.

Payne, O.—We are rebuilding and doubling the capacity of the elvtr., which we purchased from the Brady Grain Co. Equipment includes a new 50-h. p. Fairbanks-Morse Engine and all new machinery.—W. S. Bricker, mgr. Equity Exchange Co.



Fostoria, O.—The name of the Fostoria Grain Co. has been changed to the Fostoria Storage & Transfer Elvtr. Co. The house is operated as a public elvtr. and the operators are not the owners.

Delphos, O.—We have taken down our old elvtr. in connection with our mill on Main St. and have purchased the elvtr., on the N. Y. Central, formerly operated by Botzum Bros.—Geo. F. Lang Mlg. Co.

Columbus, O.—The firm of John H. Myers has been changed to Myers & Baughman by the addition of Frank Baughman, formerly sec'y and treas. of the Buckeye Grain & Mlg. Co. The firm has offices in the Bank of Commerce Bldg.

Piqua, O.—The Piqua Mlg. Co. has taken over the elvtrs. of the Spencer-Furrow Co. at this place, and Farrington. W. M. Boyer is pres., J. F. Stewart, sec'y, L. W. Pool, treas., and W. E. Nicodemus, mgr. of the 2 elvtrs. The company is installing a large drier and intends to engage in the corn milling business just as soon as possible. At present it is operating a track office with myself as mgr. It intends to make full and split cars of grain and mill products its specialty.—Foster Caven.

## CINCINNATI LETTER.

John Baugh suffered a fractured skull June 26 when he was buried under a ton of hay at the elvtr. of the Early & Daniel Co.

The annual outing of the Hay & Grain Exchange was held June 28 at the Elk's Camp near Dayton, Ky. An old fashioned Kentucky chicken dinner was served to more than 75 grain dealers.

J. B. Woodin, traveling representative of the A. C. Gale Grain Co., has applied for membership in the Grain & Hay Exchange of the Chamber of Commerce.

The Willey Grain Co. has discontinued its local grain business and sold its elvtr. interests thruout Indiana and Ohio, including Bath and Peoria, Ind., and Oceania, O. Monroe Izor, who was associated with the

company, will engage in business on his own account.

## TOLEDO LETTER.

The elevation charge here has been increased and is now one cent on wheat and  $\frac{3}{4}$ c on corn and oats. The storage rate is unchanged.

Fred Wickenhiser, son of Pres. Wickenhiser of the Produce Exchange, has passed the preliminary examination and will join Ohio Engineers Company A.

## OKLAHOMA

Erick, Okla.—The Williams Grain Co. has completed its elvtr. here.

Weatherford, Okla.—R. L. Frye is the new mgr. of the Farmers Union Exchange.

Minco, Okla.—The Sanders Bros. Grain Co. has succeeded the Grady County Grain Co.

Lahoma, Okla.—W. B. Johnston has bot the elvtr. and grain business of the Lahoma Grain Co.

Orienta, Okla.—The Home Builders & Shippers Ass'n has completed an up-to-date elvtr.

Chillico, Okla.—The Arkansas City Mlg. Co., of Arkansas City, Kan., will build an elvtr. here.

Guthrie, Okla.—The Guthrie Mlg. & Elvtr. Co. is increasing the capacity of its elvtr. and mill.

Muskogee, Okla.—The Hayes Grain Co., of Ft. Smith, Ark., has opened a branch office here.—K.

Chattanooga, Okla.—C. H. Black has sold out and left this place.—G. G. Black, of Black Grain Co.

Dilworth, Okla.—The Arkansas City Mlg. Co., of Arkansas City, Kan., will build an elvtr. at this station.

Faxon, Okla.—We will operate this year the elvtr. which we recently purchased from the Faxon Elvtr. Co.—Lawton Grain Co., Lawton.

Rosston, Okla.—A. R. Mathewn, formerly agt. of the R. H. Drennan Grain Co., has removed to Shattuck.—B.

Enid, Okla.—The Ferguson Shircliff Grain Co., of Hutchinson, Kan., is opening a branch office in the Beck Bldg.

Bridgeport, Okla.—J. H. Shaw, of Enid, is operating the elvtr., which he purchased from the Oklahoma City Mill & Elvtr. Co.

Temple, Okla.—The Chickasha Mlg. Co. recently made repairs on its elvtr. J. E. McDonald has succeeded I. Conner, who resigned as agt.

Enid, Okla.—W. P. Stoalabarger, formerly mgr. of the Lahoma Grain Co. at Lahoma, is now in charge of the elvtr. of the Enid Mlg. Co. here.

Fletcher, Okla.—We have taken over the elvtr. of Mr. Hallum, who has retired, and purchased a tract of land in the eastern part of the state.—Lawton Grain Co., Lawton.

Locust Grove, Okla.—We have sold our elvtr. at this place to Hogan, Hayden & Co., who will operate it under that name. E. B. Markham will be mgr.—W. A. Talbot Grain Co.

Wakita, Okla.—The Anthony Mills have completed a flour house in connection with the elvtr., recently taken over from the W. W. Miller & Sons Grain Co. G. W. Guthrie is in charge.

Enid, Okla.—A meeting of the grain dealers of north central Oklahoma was held June 23. C. E. Munn, of Oklahoma City addressed them on the new system of grain inspection.

Durant, Okla.—The Durant Grain & Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000. The company some time ago purchased the elvtr. at Bennington.—E. W. Stewart, mgr.

Nowata, Okla.—I have just completed a 16,000-bu. elvtr. and warehouse, with a capacity of 8 cars, on the site of the elvtr. of W. A. Whitford, which burned about 2 years ago.—A. D. Young.

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Under the new Government Wheat Grades, a moisture tester will be as great a necessity—absolutely required to handle wheat, conforming with U. S., State and Terminal requirements. You'll need one soon, for the new crop. Buy the

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It is important to have the exact Tester referred to in Section 10 and described in Circular No. 72, issued by the Dept. of Agriculture.

### SECTION 10 SAYS:—

"Percentage of moisture in wheat shall be that, or the equivalent of that, ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry."

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Middleton sta. (Newkirk p. o.), Okla.—The elvtr. at this station was recently struck by lightning and burned to the ground. The loss is fully covered by insurance. The elvtr. was empty at the time of the fire.

Carnegie, Okla.—Mr. Piper has purchased the interest of Mr. Ayres in the grain firm of Ayres & Piper and it is now operated as the Piper Grain Co. Mr. Ayres is now interested in the erection of an elvtr. at Plainview, Tex.

Elk City, Okla.—E. Slate is pres. of the Farmers Grain & Supply Co., which operates an elvtr. here. The Mangum Mlg. Co. discontinued the grain business at this station Feb. 1. The Elk City Flour Mills Co. operates an elvtr. here. No new elvtrs. are under construction as was recently reported.—X.

Chelsea, Okla.—I was elected county treas. to take office July 2, so took my two sons into my business, the Chelsea Mill & Elvtr. Co. While they are both young, only 19 and 21 respectively, they have grown up in the business with me. Dale Jefferies will act as mgr. and Lyle as sec'y and treas. I have been in the grain and milling business for more than 30 years.—U. S. Jefferies.

Lawton, Okla.—The Lawton Mill & Elvtr. Co. about 3 weeks ago brot suit against the Walker Flour Mills Co. and Alex Walker for \$16,800 for occupancy of the properties of the Lawton Mill & Elvtr. Co. since the case has been pending in the Supreme Court. The Walker interests purchased this property from the successful bidder at the receivers' sale. The Supreme Court has issued a mandate to the District Court here which arrived a short time ago, ordering the receivers' sale cancelled and the money returned to the successful bidder. The successful bidder in the meantime sold the properties to the Walker interests, and now it develops that the Walker people are occupying the properties without title, having neither purchased nor leased from the owners, the Lawton Mill & Elvtr. Co., which develops liability on the part of the Walker interests to the owners, the Lawton Mill & Elvtr. Co.—Lawton Grain Co.

Oklahoma City, Okla.—Certain counties in Northwestern and Western Oklahoma including Beaver, Texas, Cimmaron, Harper, Ellis, Woodward and Dewey, will not produce enough wheat for seeding. Prompt steps must be taken to secure and store the wheat before it is shaped out for milling and other purposes. To that end at a conference of representatives of the Co-Operative Extension Department of the A. & M. College State Grain Dealers and Millers' Association representatives, state bankers and railroad representatives, held in Oklahoma City on June 11, it was decided that a canvass of the situation be made by the county agents and county bankers in counties which will have a surplus of wheat that is comparatively free from mixture of any kind that would seriously lower its seed standard; such survey to include field inspection before harvest if possible, for the tabulation of such crops as were considered suitable, and the taking of such steps locally as would reasonably insure withholding such crops from shipment out of the country until disposition could be made of them by shipment to the sections where seed is required. The work of locating the seed has been assigned to the county agents and district agents and they have been furnished with the necessary blanks for making reports to C. A. McNabb, field agent at Stillwater. It will be up to the grain dealers and millers to furnish as much storage as possible to hold the wheat until shipping instructions are furnished by the county agents.—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma.

## OREGON

Imbler, Ore.—Farmers will not build an elvtr. this summer as they had intended, but will probably build in the near future.—F. E. & C. U. of A.

Maupin, Ore.—C. E. Woodcock will build a 25-bbl. flour mill.

Briedwell sta. (McMinnville p. o.), Ore.—Sam Boyer & Co. have purchased a site on the Southern Pacific and will erect an elvtr. Ted J. McDonald, who has been appointed district mgr. for the corporation, has had charge of the company's warehouse here for the past year. He will have his headquarters at Amity.

Portland, Ore.—All trading in wheat on the Merchants Exchange has been suspended until the government has declared its policy in regard to the wheat trade. The order applies to transactions in futures and cash deals, alike. Dealings in futures were permitted here June 18 for the first time in several months. Seattle and Tacoma, Wash., have taken similar action.

## PENNSYLVANIA

New Bethlehem, Pa.—The Red Banks Mills have erected a 120,500-bu. elvtr. and 275-bbl. mill to replace the plant, which burned Feb. 7.

Wilkes Barre, Pa.—Colonel Asher Miner, pres. of the Miner-Hillard Mlg. Co., operating an elvtr. here, will soon have to take his regiment, Pennsylvania Third Light Artillery, to Europe.

Pittsburgh, Pa.—R. W. Young, for many years handling the Pittsburgh trade for D. G. Stewart, has organized a new firm under the name of Renwick W. Young. It will do a brokerage and commission business with offices in the Wabash Bldg.

## SOUTH DAKOTA

Burbank, S. D.—Wm. Maynard on July 1 took charge of the elvtr. of the King Elvtr. Co.

Dallas, S. D.—The Farmers Union has been organized to buy or build an elvtr. this summer.

Hammer, S. D.—The Farmers Elvtr. Co. has let contract for a mill in connection with its elvtr.

Dimock, S. D.—H. B. Hayes, formerly in charge of the elvtr. of C. W. Derr, is now at Stratton, Colo.

Como sta. (Arlington p. o.), S. D.—The Farmers Elvtr. Co. has been organized to buy or build an elvtr.

Plankinton, S. D.—The Farmers Union has arranged to take over the business of the Farmers Elvtr. Co.

McIntosh, S. D.—The Equity Elvtr. Co. has been organized with C. W. Buel as pres. and J. C. Smith, sec'y-treas.

Miranda, S. D.—The Farmers Elvtr. Co. will improve its elvtr. and build a flour house and coal shed. T. E. Ibberson will do the work.

Gallup sta. (Ashton p. o.), S. D.—The Farmers Elvtr. Co. is installing new drives in its recently completed elvtr. T. E. Ibberson is doing the work.

Frankfort, S. D.—Work is progressing on the 25,000-bu. elvtr. for which the Frankfort Mill & Elvtr. Co. recently let contract to the Hickok Construction Co.

Burke, S. D.—The Farmers Grain & L. S. Co. has let contract for the remodeling of its elvtr. and the installation of new machinery. Work was started about June 28.—F.

Volga, S. D.—George P. Sexauer & Son, of Brookings, have bot the elvtr. and business of the Farmers Shipping Ass'n. They will take down the elvtr. and erect a new building.

Agar, S. D.—D. H. Curran, of Gettysburg, has taken over the business of the Farmers Elvtr. Co. The elvtr. of De Wald & Walters is closed and has been for some time.—X.

Thunder Hawk, S. D.—The elvtr. of the Farmers Elvtr. Co. was threatened with destruction June 17 when a spark from a passing locomotive set fire to a carload of posts, burning them and coal sheds nearby. The damage amounted to \$2,500 or more.

Bristol, S. D.—The Pacific Elvtr. Co., Crown Elvtr. Co., Empire Elvtr. Co. and Sjurson Grain Co. own elvtrs. here. S. S. Anderson does not operate an elvtr. at this point.—X.

Ft. Pierre, S. D.—On account of the fluctuations in prices of grain I have been buying for G. W. Van Dusen & Co. thru our elvtr. here.—H. C. Ostendorf, of Farrell & Ostendorf.

## SOUTHEAST

Birmingham, Ala.—We have discontinued our grain and feed dept.—Earle Bros.

Fairmont, W. Va.—Art Fleming, grain dealer, is building an elvtr. on a branch of the B. & O.

Petersburg, Va.—We contemplate purchasing machinery for a 50-bbl. flour mill.—W. Grossman & Son.

Ashburn, Va.—The W. S. Jenkins Grain Co. has bot the elvtr. and mill of the Ashburn Mlg. Co. Millard Wunkoop will be mgr.

Mobile, Ala.—An elvtr., warehouses and piers will be built by the Gulf, Mobile & Northern R. R. at Choctaw Point at a cost of \$500,000.—K.

Birmingham, Ala.—There is nothing in the rumor and there is no movement on foot to build an elvtr. here.—W. Wilkinson, pres. Western Grain Co.

Tallahassee, Fla.—A large up-to-date elvtr. will be erected here by the Brandon Mlg. & Elvtr. Co. if half the stock of a local company is subscribed by local men.

Talladega, Ala.—We contemplate adding a larger feed mill, corn husker and sheller and another 25-h. p. electric motor. We have bot a larger grist mill.—Farmers Exchange & Elvtr. Co.

Valdosta, Ga.—The South Georgia Mlg. Co. recently built a feed mill at this place but there is no elvtr. here. I understand, however, that the same company is contemplating the erection of an elvtr.—X.

Moultrie, Ga.—The recently organized Moultrie Mill & Elvtr. Co. has been incorporated; capital stock, \$25,000; incorporators, W. J. Mathews and others. It will operate a 25,000-bu. elvtr., which will be ready for business this fall.

Richmond, Va.—At the annual meeting of the Grain Exchange on June 25 the following officers were elected to serve this year: Pres., W. F. Richardson, Jr.; vice-pres., W. C. Todd; sec'y, Y. E. Booker; directors, W. T. Selden, W. D. Saunders, R. L. Chenery, C. W. Wingfield, Walter L. Lefew, S. T. Beveridge, W. H. Brown, W. F. Ferrell and H. G. Carter.

## TENNESSEE

Memphis, Tenn.—John Wade & Sons have let contract for a grain warehouse as an addition to their plant. It will cost nearly \$100,000.

## TEXAS

Waxahachie, Tex.—The Modern Mlg. Co. will operate an elvtr. with E. C. Paxton as mgr.

McKinney, Tex.—E. W. Crouch is building a frame warehouse, to be used for storing oats.

Moody, Tex.—We have just engaged in business at this point.—Moody Grain & Elvtr. Co.

Byers, Tex.—W. H. Dowlen & Sons are rebuilding their elvtr., which burned last December.

Galveston, Tex.—The Seaboard Rice Mlg. Co. has increased its capital stock from \$100,000 to \$150,000.

Houston, Tex.—The City of Houston has decided not to build an elvtr. at this time.—J. J. Pastoriza, mayor.

Ennis, Tex.—The City Mill is building a 30,000-bu. concrete elvtr. It will contain 9 tanks, 85 ft. high, and will cost \$17,000. A flour mill has just been completed and the machinery is now being installed.



Marshall, Tex.—The capital stock of the Marshall Mill & Elvtr. Co. has been increased from \$40,000 to \$80,000.

Graham, Tex.—R. G. Hallam has leased the Rock Island Elvtr. and is having it overhauled, preparatory to operating it this season.

Kress, Tex.—Frank Wigle, formerly agt. of the C. B. Cozart Grain Co. at Fargo, Okla., has been transferred by the company to this station.

Sweetwater, Tex.—The Sweetwater Seed & Grain Co. incorporated; capital stock \$6,000.00; incorporators, Lee Judd, J. P. Bishop, Max Newman, all of this place.

Amarillo, Tex.—We have just purchased considerable trackage property on which we intend to erect an up-to-date concrete terminal elvtr. as soon as conditions are settled relative to the commodities that would enter into its construction. Our trackage property consists of 2,300 ft. on the Ft. Worth & Denver and 2,400 ft. along the Santa Fe right-of-way, which would give us continuous trackage of almost 5,000 ft. One of the large dealers of Ft. Worth had an option on this ground with a view of building a terminal elvtr., which project has been abandoned. It is the best site available in Amarillo for a terminal elvtr. We subscribed for \$10,000 worth of Liberty Bonds.—Eugene S. Blasdel, prop. Plains Grain Co.

## FT. WORTH LETTER.

Ingraham Smith, son of Jule G. Smith, pres. of the Ft. Worth Elvtrs. Co., will become a member of the company.

Jule G. Smith, pres. of the Ft. Worth Elvtrs. Co., and his wife, have given 2 ambulances to the Red Cross Ambulance Corps, now being organized here.

The Ralston-Purina Co. incorporated; capital stock, \$500,000; incorporators, N. H. Lassiter, G. H. Colvin and D. O. Modlin. The company is building a large oatmeal mill and elvtr. here.

Lee Gallagher, former Missouri State Grain Inspector at Kansas City, Mo., and later in the grain inspector's office at Chicago, is now federal supervisor of grain inspection at this point.

District meetings are being held by the executive com'te of the Texas Grain Dealers' Ass'n at this place, Waco, Sherman, Wichita Falls and Amarillo, to post the members and the trade generally in regard to federal supervision. C. E. Munn, of Oklahoma City, will explain the new system of grain inspection.

The Walker Grain Co., Julian A. Ivy Grain Co., Union Grain Co., J. L. Walker and wife and Mrs. M. M. Walker are defendants in a suit brought by the Blair Elvtr. Co. of Atchison, Kan., in the circuit court, to recover \$6,540.60 damages for default by J. L. Walker, operating as the Walker Grain Co., on a contract for the purchase of grain. Plaintiff asks the appointment of a receiver for defendants. In connection with his suit Walker is charged with having intimidated a federal court witness and has given \$5,000 bond to appear before the United States Commissioner for examination.

## UTAH

Nephi, Utah.—The Nephi Mill & Mfg. Co. will build a concrete elvtr. and 125-bbl. mill.

Ogden, Utah.—The Utah Cereal Food Co. commenced work July 1 on a 300,000-bu. elvtr., which will be completed Oct. 1.

Logan, Utah.—The Vitamin Co. incorporated to do a grain storage, brokerage and milling business; capital stock, \$100,000; incorporators, M. S. Eccles, pres., S. S. Eccles, sec'y, and others. The company is building elvtrs. here, which will be ready to handle the fall crop.—K.

Ogden, Utah.—U. G. Holley and his son, H. L. Holley, props. of the Holley Mfg. Co., of Laramie, Wyo., have transferred their headquarters to this city. They will operate a line of elvtrs. in northern Utah and southern Idaho. Two large mills, at this place have been purchased from the Ogden Mfg. & Elvtr. Co.

## WASHINGTON

Omak, Wash.—A grain warehouse will be erected at this point.

Cheney, Wash.—The F. M. Martin Grain & Mfg. Co. will add a 500-bbl. unit to its mill.

Hartline, Wash.—The Farmers Union Grain Co. will build a 75,000-bu. concrete elvtr.

Hartline, Wash.—The Hartline Mill & Elvtr. Co., operating a 100,000-bu. elvtr. and 50-bbl. mill, will be dissolved.

Prescott, Wash.—Work is progressing on the 50,000-bu. elvtr. of E. N. McCaw and also the 60,000-bu. elvtr. of the Prescott Warehouse Co.

Spokane, Wash.—Preston W. Smith, of Portland, Ore., has been appointed grain supervisor here under the new grain inspection law. His salary will be \$3,000 a year.

Seattle, Wash.—The Merchants Exchange will elect new trustees July 11. The nominees for the grain division are: George Albers, A. A. Ryer, George W. Smith and John B. Stevens.

Prescott, Wash.—The Portland Flouring Mills Co. is considering plans for extensive improvements to its mill. Grain storage tanks of 150,000 bus. capacity are also to be built. A large quantity of new machinery will be required.—O.

Odessa, Wash.—The Odessa Union Warehouse Co. operates a 60,000-bu. elvtr. and 45,000-bu. warehouse, with Sol Reimer in charge. The Seattle Grain Co. operates a 30,000-bu. warehouse. The Odessa Lumber & Grain Co. is out of business.—X.

Toppenish, Wash.—The recently organized Gang-Miller Produce Co. has been incorporated, with a capital stock of \$15,000. A frost proof warehouse for storing grain and potatoes is under construction for the company, which will deal in grain, hay, potatoes, coal and feed. The erection of an elvtr. is under consideration.—H. B. Miller.

Whitstran sta. (Grandview p. o.), Wash.—The 50,000-bu. elvtr., under construction for E. M. Frye, will be completed about July 20. It will contain 11 bins and will be equipped with dump scales, automatic weighing out scales and up-to-date equipment for cleaning and handling grain.—O.

Seattle, Wash.—The Grain Exchange was closed June 21, by vote of the members, to remain closed until the grain com'te votes to re-open it. When the Exchange opened on the 21st, members failed to make any bids for wheat, influenced largely by the uncertainty of the effect on wheat values of the proposed government price regulations.

Spokane, Wash.—The appointment of a special com'te of grain men of Washington and Oregon, to make recommendations on standards and dockage charges to be used by the commissions in drafting rules, was announced by the Washington public service commission here June 28, following joint hearings with the Oregon commission on grain standards. The com'te includes: L. M. Jeffers, federal grain supervisor, Portland; George R. Hyslop, farm crops dept., Oregon Agricultural College; Frank Randall, Portland Dock Commission; S. C. Armstrong, grain dealer, Seattle; Almer McCurtain, farmer, Davenport, Wash.; P. J. Sweeney, chief grain inspector, Washington; C. E. Porter, chief grain inspector, Oregon, and John T. Bibb, miller, Spokane. Two additional members each from Pendleton and North Yakima are to be named. The com'te met at Seattle June 29 to prepare its report.

## WISCONSIN

Black Creek, Wis.—Klemp & Kresin have bot the feed mill of J. J. Barthel and will erect a brick and stone elvtr. and mill.

Pound, Wis.—The Kewaunee Grain Co. of Kewaunee, is building a 35,000-bu. elvtr. at this place. T. F. Knoppmiller is local mgr.

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By I. Freeman Little

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Portage, Wis.—The T. H. Cochrane Co. will build a 60x125 ft. warehouse. The company will make improvements in its elvtr.

Little Chute, Wis.—The recently incorporated Little Chute Elvtr. Co. has succeeded the defunct Little Chute Mill & Mercantile Co.

Madison, Wis.—The finance com'te of the Wisconsin legislature has recommended for indefinite postponement a bill intended to repeal the so-called Occupational Grain Tax law of 1915, which was declared constitutional by the state supreme court in a test case brot in Milwaukee by the city tax authorities.

#### MILWAUKEE LETTER.

The finance com'te of the Chamber of Commerce has fixed the rate of interest on advances for July at 6%.

Morrow & Co., of New York, have bot the Daisy Mill of the Standard Mlg. Co. and will operate it for rolled oats.

The Chamber of Commerce has adopted by ballot amendments to Rule 11, Section 7, and Rule 19, Section 1, establishing grades of wheat and designating contract grades to conform with Federal classification.

The directors of the Chamber of Commerce have adopted a resolution prohibiting trading in July corn for immediate or future delivery after July 6, 1917, and fixing a settling price of \$1.65 for the closing of open contracts.

Chief Weigher, Melvin H. Ladd was married June 16. Mrs. Ladd, who was Miss Ethlyn C. Telen, is well known socially in Milwaukee. After a short wedding tour, Mr. Ladd has returned to his duties and the congratulations of the members.

Sec'y Harry A. Plumb of the Chamber of Commerce is taking a well earned vacation. He has left for Yellowstone Park and the Pacific Northwest on an automobile tour. Mr. Plumb's family is accompanying him. The party is equipped with a complete camping outfit, and it is their intention to spend as much time as possible in the open.

The firm of Stacks & Kellogg has been dissolved and Walter G. Kellogg has formed a partnership with Clement Pettit and will erect a 500,000-bu. elvtr., on the Chicago & Northwestern R. R., at a cost of about \$200,000. Mr. Pettit will be pres. and Mr. Kellogg, vice-pres. and mgr. of the firm, which will operate under the name of Kellogg & Pettit. Plans for the elvtr. are now being made by James Stewart & Co.

#### WYOMING

Sheridan, Wyo.—The recently incorporated Farmers Mill & Elvtr. Co. is operating its elvtr., on the Wyoming Ry.—K.

Cody, Wyo.—We have moved to the Shoshone Mill and hope to have it in operation in the fall.—Cody Flour & Feed Store, per C. E. Hayden.

Laramie, Wyo.—O. F. Mitchell, of Loveland, Colo., has been placed in charge of the plant of the Holley Mlg. Co., which has moved its headquarters to Ogden, Utah.

Buffalo, Wyo.—The Pelissier Elvtr. Co., organized by P. J. Pelissier, of Sheridan, and others, is building an elvtr. on the Wyoming Ry. It will be completed by Aug. 10 at a cost of about \$9,000.—K.

WE CAN NOT handle our grain business without the Grain Dealers Journal.—P. H. Robinson, Robinson Grain Co., Harrold, Tex.

"DURING the past five months the speculators in wheat alone have taken \$50,000,000 a month from the American people."—Food Dictator Hoover to the Senate.

MEXICO has embargoed the exportation of corn, wheat, rice, black beans, and flour; and beans, lentils, and bran may only be exported upon special permit from the treasury department.

## Feedstuffs

CINCINNATI, O.—The Ferger Grain Co. was fined \$25 June 26 for misbranding.

MILWAUKEE, WIS.—An addition, 40x80 ft., costing \$10,000, is being erected to the plant of Smith, Parry & Co.

VICKSBURG, MISS.—The Royal Feed & Milling Co. has bot a warehouse and will install additional milling machinery.

MACON, GA.—Lee Barfield of Barfield & Brown has leased the freight depot of the Southern Ry. and will remodel it into a stock feed mill.

FT. WORTH, TEX.—The Ralston Purina Co., of St. Louis, Mo., which is erecting a mill here, has been incorporated in Texas with \$500,000 capital stock.

MEMPHIS, TENN.—E. P. Rand, who represented the Edgar-Morgan Co. in the southeast, was operated upon for appendicitis and died June 19.

WARREN, O.—Fire on June 21 destroyed the feed warehouse and mill of Henry Greenwood, containing a large amount of grain. Loss, \$15,000; insurance, \$4,000. They will rebuild.

EATON, COLO.—The Great Western Alfalfa Milling Co. has leased the mill of the Eaton Alfalfa Milling Co. and will put in electric motors and an elevator to load the meal into cars.

FORT WILLIAM, ONT.—A 3-story mill, 66x120, and 80,000-bu. elevator will be erected by the Canadian Feed Mfg. Co., in which Geo. C. Riegger of Minneapolis, Minn., is interested. Screenings and oats will be ground and molasses feed mixed.

A SPECIAL MEETING of the American Feed Manufacturers Ass'n will be held July 24 at the Hotel LaSalle, Chicago, to vote upon an amendment to the constitution increasing the annual dues on the basis of the paid in capital stock of the members.

WATHENA, KAN.—An alfalfa meal mill and stock feed plant costing \$50,000 is to be erected here by the Golden Grain Milling Co., of East St. Louis, Ill. F. P. Foley of Wathena is interested. The meal will be sacked and shipped to St. Joseph, Mo., for distribution.

LANCASTER, PA.—The Lancaster Mill & Elevator Co. has been organized by H. R. Eshelman, pres., H. J. Eshelman and H. F. Schell, to build a molasses feed mill of 10 tons per hour capacity. Mr. Schell was formerly with the Quaker Oats Co., American Milling Co. and Clover Leaf Milling Co.

MILWAUKEE, WIS.—We are building a \$150,000 addition for exclusive use in the manufacture of mixed feed to replace plant destroyed by fire last winter. We predict very high prices for feed the coming winter on account of the prospect of immediate export business.—Chas. A. Krause of Chas. A. Krause Milling Co.

THE AKRON FEED & MILLING Co., Akron, O., was recently fined \$20 and costs for interstate shipment of feed branded "Guaranteed crude protein 10%, crude fat 4%, crude fiber 10%" when analysis by the Bureau of Chemistry found one sample of the feed to contain 4.51% crude fat, 15.77% crude fiber, and 9.13% crude protein, and another sample of shipment to contain 3.66% crude fat, 12.90% crude fiber, and 7.94% crude protein.

THREE HUNDRED SACKS of Big K Sweet Dairy Feed were condemned at the order of the sec'y of agriculture, and seized at Columbia, S. C., for being mislabeled as to content of protein, crude fiber and fat. No claimant answered and the feed was ordered sold. Then John Wade & Sons, Memphis, Tenn., claimed the feed and were ordered to pay all costs of the proceedings and give bond in the sum of \$300, after which the feed was turned over to them.

MARKING THE QUANTITY of food in packages as provided in Regulation 29 now is covered by an amended regulation issued June 15 embodying the changes contained in food inspection decisions 154, 157, 163 and 168, issued at different times, providing in part: If the quantity of the contents be stated by weight or measure, it shall be marked in terms of the largest unit contained in the package, except that, in the case of an article with respect to which there exists a definite trade custom for marking the quantity of the article in terms of fractional parts of larger units, it may be so marked in accordance with the custom. Common fractions shall be reduced to their lowest terms; decimal fractions shall be preceded by zero and shall be carried out to not more than two places.

#### Feedstuffs Movement in June.

Receipts and shipments of feedingstuffs at the various markets in June, 1917, compared with June, 1916, were as follows:

	Receipts		Shipments	
	1917	1916	1917	1916
Chicago, lbs.	54,107,000	33,275,000	67,204,000	79,498,000
Minneapolis, tons	5,376	6,811	56,583	46,616
San Francisco, tons	1,596	518	.....	.....
Kansas City, tons	1,400	2,040	12,080	13,100
New York, tons	1,267	.....	230	.....
Milwaukee, tons	940	10,350	17,806	15,335
St. Louis, sacks	100,050	90,470	88,630	112,490

#### Exports of Feeding Stuffs.

Exports of feeding stuffs during April, 1917, compared with April, 1916, and during the ten month period ending April 30, 1917, compared with the corresponding period in 1916, according to the United States Bureau of Foreign and Domestic Commerce, were in tons as follows:

	April		Ten mos. ending April	
	1916	1917	1916	1917
Bran and middlings	631	713	13,439	5,808
Dr. grns. and mlt. sprts.	68	.....	1,252	1,243
Mill feed	2,090	1,324	22,020	42,520
Ctn. sd. meal, lbs.	1,067,065	23,714,131	69,933,946	265,313,839
Ctn. sd. cake, lbs.	45,207,424	11,286,060	919,967,332	819,416,672
Linseed meal, lbs.	21,345,773	10,240,171	530,503,205	450,757,824

WE SURELY think the Journal is O. K.—C. F. Ernst, mgr. Farmers Elevator Co., Grof, Neb.

I HAVE been reading the Journal for a great many years and feel it is indispensable to the grain man.—C. E. Munn, grain supervisor, U. S. Dept. of Agri., Oklahoma City, Okla.

THE VOLUME of business of the telegraph and telephone companies is so great that they have no additional wires to lease to private firms. Many applications for private wires cannot be filled.

THE MINNEAPOLIS Chamber of Commerce has suggested to the other exchanges that the trading session be closed at 12 noon instead of 1:15, but nearly all the other Boards were against the change.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

**Western Trunk Lines** in Sup. 33 to Circ. 1-M, effective Aug. 1 give rules, regulations and exceptions to classifications.

**N. Y., C. & St. L.** in Sup. 8 to 265-J quotes rates on grain and grain products from its stations to eastern and seaboard cities, effective July 3.

**Wabash** in ICC 4311 cancels G-8431 naming elvtr., grain and seed transfer allowances at Mississippi River points and Des Moines, Ia., effective Aug. 1.

**T. & C. C.** in Sup. 5 to 2413 quotes rates on grain and grain products from its stations; to western termini points, effective state July 6, interstate July 7.

**Pa. Co.** in Sup. 34 to F-594 quotes rates on grain and grain products from its sta-

tions and connections; to points in the C. F. A. Territory, effective July 15.

**B. R. & P.** in Sup. 1 to A-3239 quotes ex-lake rates on wheat, corn, oats, rye, barley and flaxseed from and east of Buffalo, N. Y.; to eastern points, effective June 10.

**N. Y. C.** in Sup. 7 to A-29 gives rules governing milling and malting in transit of wheat, corn, oats, rye, barley and buckwheat, also mixing in transit of grain, grain products and by-products, effective June 26.

**A., T. & S. F.** in Sup. 7 to 5655-W gives joint proportional rates on grain, grain products, hay and broom corn from Colorado, Kansas, New Mexico, and Oklahoma to Galveston, Beaumont and Texas City, Tex., effective June 30.

**C. & A.** in Sup. 18 to 1620-A shows the increased rates effective July 1 applicable only to Illinois intrastate traffic. Similar special supplements are given to tariff 1604-B, Sup. 20; 1614-A, Sup. 19; 1651-C, Sup. 3; and 1653-B, Sup. 4.

**A., T. & S. F.** in Sup. 13 to 5755-A-2 gives joint proportional rates on grain, grain products and hay from Kansas City, St. Joseph, Mo., Atchison, Leavenworth and Turner, Kan., to Galveston, Port

Bolivar and Texas City, Tex., effective June 30.

**A., T. & S. F.** in Sup. 52 to 5588-J gives the local, joint and proportional rates on grain and grain products between points in Kansas, Colorado, Missouri and Oklahoma, and Kansas City, St. Joseph, Mo., Leavenworth, Chicago, Peoria and Mississippi River points and the basis for making thru rates to or from Omaha, Lincoln, Council Bluffs and Sioux City, as well as distance rates between stations in Kansas, and between Oklahoma and Kansas stations, effective June 30.

## Crop Improvement.

**DEKALB, ILL.**—The DeKalb County Agricultural Ass'n has been incorporated with \$40,000 capital stock to buy and sell seeds. It is an offshoot of the soil improvement ass'n and the incorporators are D. S. Brown, A. W. Dodge and others.

**CUT THE RYE OUT** of wheat fields is good advice to farmers. With the high price of wheat it is important to have no mixtures, which can be avoided by going thru the fields and pulling up the stalks or cutting off the heads.

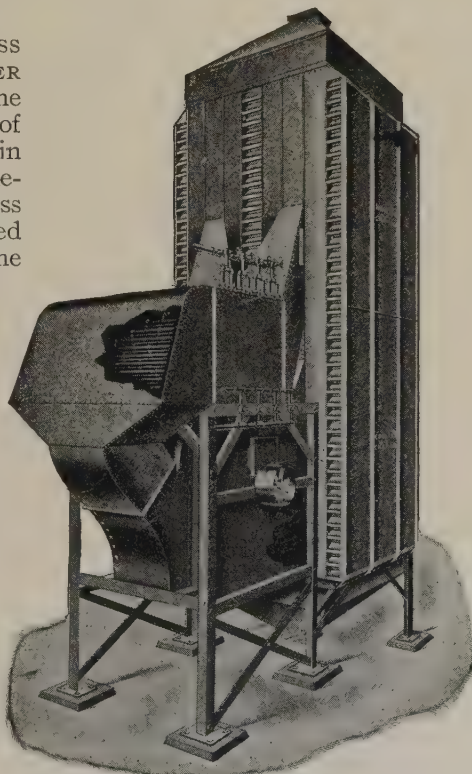
## THE SEASON'S CALL

is for **more grain drying and conditioning facilities.**

The immense crops growing—the late start of corn—the high values of all grain—make necessary and **profitable** the utmost effort to preserve and improve every bushel that can be harvested.

**WITH** a **HESS GRAIN DRIER** you can reduce the moisture content of any kind of grain or seed to any desired point. Hess Driers are used everywhere by the largest grain dealers; by the grain handling railroads; at all points of grain export; and at many points abroad.

They are made in ten regular sizes, for continuous flow or separate charge in batches, to suit any requirements, from the smallest mill to the largest export elevator.

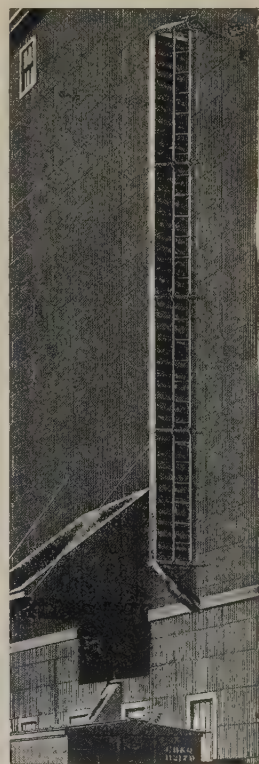


The Hess Portable Drier (A Car Load A Day.)

**THE HESS OUTDOOR GRAIN CONDITIONER** is attached to the outside of your mill or elevator. It will cool heating and sweating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes up no space in your elevator. We furnish it in various sizes to meet any requirements.

It will repay its cost many times in a single season, in improvement of grain passed through it.

Sold on thirty days' trial. We pay freight both ways if you are not pleased.



**Warning** The supply of steel is limited. We have sold every pound in our factory—but more is contracted for and coming unless commandeered for government use. Anticipate your wants and order early, thus insuring delivery at present prices. They are high now—but **THEY'RE GOING HIGHER.**

**HESS WARMING & VENTILATING CO.**  
907 Tacoma Building, Chicago



## Grain Carriers

THE GRAND TRUNK has ordered 1,000 box cars.

SHORTAGES ON LAKE GRAIN this season are running heavier, averaging more than one bushel per 1,000.

NET REVENUE of 72 roads during May increased from \$457 to \$466, as reported to the Interstate Commerce Commission.

INCREASED carload weight on grain and flour was the subject of a hearing July 7 by Interstate Commerce Examiner Hagerly at St. Louis.

AN ENTIRE CAR of grain was stolen from the Nickel Plate R. R. at Conneaut, O., recently. The grain was consigned in bond for use in the east and contained 205 bus.

THE GRAIN CLEARANCE CORPORATION, which has been adjusting shortages and overage on lake grain cargoes, has sustained such heavy loss that it has been discontinued.

THE CANADIAN Government Railways have ordered 5,000 freight cars. The Grand Trunk will purchase 1,000 box cars; and the Union Pacific will order 4,000 freight cars.

NEW ORLEANS on June 25 had 1,186 cars of grain on track and the elevators filled. On June 12 1,126 cars of grain were on track, showing an increase of 60 cars, altho 3,000,000 bus. of grain had been shipped out in that time.

CHATHAM, ILL.—For delay in the delivery of grain to Baltimore, Md., judgment for \$332.35 and \$282.50 was awarded June 21 by a jury in the circuit court at Springfield to the Chatham Elevator Co. against the Chicago & Alton Railroad Co.

THE COMSTOCK FARMERS ELEVATOR CO., of Comstock, Minn., has lost its suit against the Great Northern Railroad Co., to recover \$1,056 excess freight charges on 112 cars of grain shipped from Comstock to Minneapolis 5 to 7 years ago, the supreme court having recently reversed the decision of the Ramsey County Court.

THE BILL increasing the membership of the Interstate Commerce Commission from 7 to 9 and providing an additional sec'y was passed June 28 by the House, after having already passed the Senate. An amendment gives shippers the right to appeal to the full commission from the decisions of a part of the commission was added.

ILLIOPOLIS, ILL.—The Illinois Public Utilities Commission on June 30 ordered the Wabash Railroad Co. to supply the Illiopolis Farmers Grain Co. with all available cars for the loading of grain at Illiopolis. Complaint had been made that the Wabash withheld a sufficient number of cars on account of the competition of the Illinois Traction System.

NEW CARLOT MINIMUMS on intrastate shipments of grain and grain products are asked by the trunk line railroads operating in Missouri in an application filed with the Public Service Commission of that state. The present limit of 30,000 lbs. was fixed many years ago and proved satisfactory until recently. It is now claimed that, because of the interstate minimum of 40,000 lbs., there is discrimination in favor of intrastate shippers, and also that to raise the limit within the

state to the latter figure will help to relieve the car shortage.

THE 2,000,000 tons of shipping now being constructed in United States yards will be requisitioned for the United States and its allies, according to General Geo. W. Goethals. Norway is said to be using 80% of the ship building capacity of this country, and the Cunard lines have 114 ships ordered. These will all be seized. The government corporation expects to turn out 3,000,000 tons of steel shipping within 18 months, the ships all to be standardized. Steel companies have agreed to supply enough steel for 800,000 tons a month. Estimates have been asked of shipbuilders of the amount of tonnage now under construction and the amount possible to turn out in 18 months.

### Double Distributing Spout.

The forest of spouting that is necessary in the cupola under the old system of distributing grain from two elevator heads is cut in two by the new Ibberson Double Spout shown in the engraving, as it is necessary to have only one set of spouts to the bins.

The new system consists of a Gerber Standard Distributor placed and operated in the usual way, but with the addition of the Ibberson Spout above it. The connection is made by means of a machine-turned well casing from one head leading thru sleeve on top distributor to the Gerber Distributor. Thus the axis of both distributors is the same and both can swing around within the same circle without interference. As one distributor takes grain exclusively from one leg and the other exclusively from the other leg both can be operated at the same time, discharging grain simultaneously into the same or different bins.

The Ibberson Spout is made of 7¼-inch well casing, machine turned, with main spout built around this well casing of 14-gage steel, with a 14-gage steel lining that can be removed for repairs if found necessary after years of service. The fittings for attaching to the different heads also are of 14-gage steel.

The floor funnels are not spread all over the floor in the cupola, but are up

in the center of the house close in and over the bins, giving ample pitch to each spout, the spout to the bin placed to fill the bin to maximum capacity.

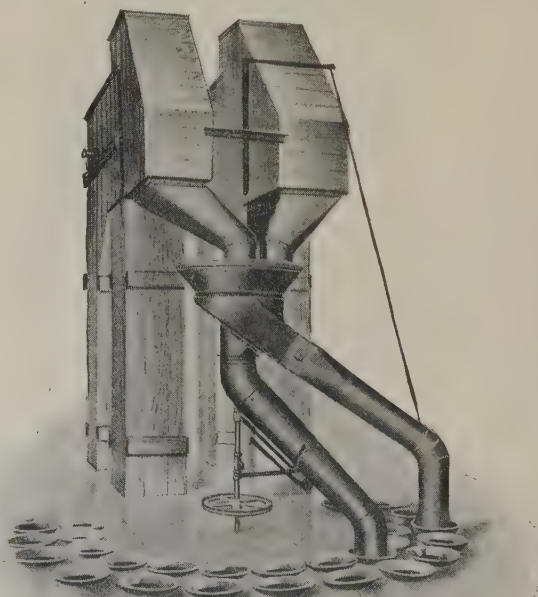
Both spouts are operated from the work floor with ease and the operator always knows where the distributing spout is set.

Mr. Ibberson, the well known elevator builder, has been granted letters patent No. 1,187,324 for this invention; but its manufacture and sole agency has been taken over by J. J. Gerber, an experienced manufacturer of spouts, who is installing the new system in both old and new elevators.

The spout is made in any desired radius, and takes up no more room in height than the old system. Regardless of any settlement in a cribbed elevator the spout always retains its original position and connects accurately with the floor funnels leading to the different bins. With the old system the excessive length of the spouting gave them a poor pitch which made it impossible to fill the bins to capacity, and when one distributor was in use the other could not reach certain bins, one spout hitting the other. Additional information regarding this improved spout may be obtained by addressing the manufacturer, J. J. Gerber.

### I. C. C. Awards Reparation.

The Interstate Commerce Commission has ordered the following payments for reparation account unreasonable charges or rates on shipments of grain and grain products: Northern Pacific, to Sioux City Seed & Nursery Co., \$160.37, one carload alfalfa seed, in sacks, from Edgar, Mont., to Sioux City, Ia.; Norfolk & Western, to Hamilton-Bacon-Hamilton Co., \$38.10, one carload grain and mill-feed from Bristol, Va., to West Jefferson, N. C.; Rock Island, to Williamson Grain Co., \$137.67, one carload bulk corn from Minco, Okla., to Waverly, Colo., and one from Fort Cobb, Okla., to Fort Collins, Colo.; Southern Pacific, to Ignatius Gross Co., \$638.87, one carload dried beans from San Francisco to New York City; and Union Pacific, to Eaton Milling & Elevator Co., \$46.08, one carload wheat from Mead, Colo., to Eaton, Colo., and one from Eaton to Albuquerque, N. M.



Double Distributing Spout.



## Supply Trade

PHILADELPHIA, PA.—The name of the Otto Gas Engine Works has been changed to the Otto Engine Mfg. Co.

WATERLOO, IOWA.—A fire slightly damaged the plant of the Waterloo Gas Engine Co., however, it did not cause any interruption to the company's manufacturing.

ST. LOUIS, MO.—Fred Essmuller, pres. of the Essmuller Mill Furnishing Co., was recently struck by an automobile while crossing the street, receiving a number of painful injuries. Later, complications set in and his condition is considered quite serious.

CHICAGO, ILL.—A very unique and attractive booklet has just been issued by the Link-Belt Co. showing illustrations of recent installations of Link-Belt Silent Chain Drives in textile plants. Journal readers who send for this book should ask for book No. 258.

MAROA, ILL.—The Maroa Mfg. Co. has installed its car loaders in elevators of the following: W. E. Gest, Defiance, O.; J. P. Rauschart, Cassville, Ind.; Crow Grain Co., Beason, Ill.; J. C. Maxwell, Rush Hill, Mo.; A. J. Hayden, Brazilton, Kans.; O'Hara & Gaddis, Carlock, Ill.

WICHITA, KAN.—The Wilson-Wetterhold Grinding Machine Co. has ready for distribution a very attractive catalog illustrating and describing its different feed grinders. Elevator operators who are desirous of increasing the output of their feed department should send for this catalog.

DETROIT, MICH.—Grain shippers who are interested in determining the actual amount of dockage in each sample of wheat, saving all the wheat, should send for the circular recently issued by W. H. Emerson & Sons. If desired the Emerson Wheat Tester will be furnished with all the extra riddles and screens necessary to grade wheat under the new federal grades.

UNCLE SAM'S Department of Agriculture is reported to have adopted the Invincible Model Scouring Machine as the standard for the grain inspectors thruout the country to assist them in holding the grain up to the new grain grading law which went into effect July 1, 1917. Work is now being rushed on twelve of these machines to be placed in the various inspection offices thruout the West.

THE planting of oats where winter wheat was a failure in the Southwest has resulted in a mixture of the two, and oats separators are more in demand than ever before. Due to the unstable market of raw materials and the ever increasing shortage of labor, it would be well for those who contemplate installing cleaners and separators to get their orders in early or stand the possibility of not getting deliveries.

STERLING, ILL.—Geo. M. Robinson, for many years connected with the Charter Gas Engine Co., and of late years its president, died June 22. Mr. Robinson joined the forces of the Charter Company forty-seven years ago, becoming secretary in 1877 and president in 1890. His retirement during the present year marked the close of nearly half a century of his life devoted to the interests of the company. He was associated in a large degree with the first movement to place a

gasoline engine on the market. He had an enviable reputation and a host of friends in the grain trade who deeply regret his loss.

SILVER CREEK, N. Y.—Monitor grain cleaning and grading machines of all types are shown in catalog No. 58 which has just been issued by the Huntley Mfg. Co. It is a book of 128 pages, beautifully bound, illustrating and describing many styles of cleaners for grain, seeds and beans, as well as oat clippers, scourers and polishers. A copy will be sent free to readers of the Journal who write requesting it.

THE trade paper of today, the technical magazines and class publications, are the greatest and best source of reliable information and the best and most practical vehicles for publicity. Most business houses subscribe for every prominent trade paper published in the particular interests of their line. Many of them pay for subscriptions for a large number of their employees, and insist on their reading them regularly, both for the editorial and advertising pages. It is safe to say that no investment will pay a business house better returns.—*Rogers & Hall's Bulletin.*

SCHENECTADY, N. Y.—A 24-page bulletin, No. 45601-A, is being distributed by the General Electric Co. on "Aluminum Lightning Arresters for Alternating Current Circuits." This bulletin contains valuable information and diagrams on this installation. The company claims that the aluminum type of lightning arrester is superior in protective qualities to any other. The arrester consists of a stack of aluminum cells between lines and between lines and ground. The stack is built up of aluminum cones supported on treated wooden rods and separated from each other by treated fibre washers. This very interesting bulletin will be sent to Journal readers upon request.

### Suits for Flood Damage.

The Oklahoma City Mill & Elevator Co., of Oklahoma City, Okla., on June 18 filed 14 suits against various railroads to recover damages for loss on grain during the Galveston flood of Aug. 10, 1915. The suits were filed in the district court at Ft. Worth, Tex., against the Santa Fe, Rock Island, Orient, International & Great Northern, Ft. Worth & Denver, Houston & Texas Central, and St. Louis Iron Mountain & Southern.

Efforts at amicable settlement have failed. One suit begun in the federal court was decided against the railroad and is now pending on appeal.

The decision in the foregoing suits is expected to prove a valuable precedent in establishing the liability of the railroads for damage to grain of many other shippers having cars on tracks reached by the same flood.

## Books Received

CENSUS OF MANUFACTURERS—The number of persons employed in the manufacture of flour-mill and grist mill products, the number of proprietors, clerks, and helpers employed, together with the aggregate capital, wages, cost of materials, value of products, and value added by the manufacturers, are included in the Census of Manufacturers, 1914, recently issued by Federal Department of Commerce, Washington, D. C.

THERE are other publications, but there is only one

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Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

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## Supreme Court Decisions

**Landlord's Lien.**—Where a tenant's note to a third party on which the landlord was surety was assigned to the landlord after the tenant's crop was harvested, the landlord had no lien on such crop to secure payment of the note.—*Carberry v. Howell*, Supreme Court of Mississippi. 75 South. 383.

**Indorser of B/L Not Liable for Freight.**—One who is not the consignor or consignee of goods, and who does not receive the goods from the carrier at the point of destination, but who merely indorses the B/L, is not liable for the freight.—*St. L. S. W. Ry. Co. v. Browne Grain Co.*, Court of Civil Appeals of Texas. 166 S.W. 40.

**Liability for Freight Charges.**—The mere existence of the relation of carrier and consignee is not enough to establish a liability of the latter to pay freight charges. There must be an agreement by the consignee, express or implied, in order to create such a liability.—*Pennsylvania R. Co. v. Townsend*, Supreme Court of New Jersey. 100 Atl. 855.

**Purchase and Sale on Margin.**—In the absence of a contrary agreement, a purchase upon margin charges a broker with the duty to carry the thing purchased for his customer until additional margin has been demanded and refused, and the burden of showing such agreement is on the broker.—*Thompson v. Bailly*, Court of Appeals of New York. 116 N.E. 387.

**Contract Void for Uncertainty.**—A contract for purchase of 3,000 bushels of wheat, providing that "if there should be five hundred bushels over or under this was to be taken on the same basis," is uncertain, and seller should have been allowed to introduce evidence showing that intention of parties was that he would furnish a particular crop of wheat to be raised by him if it was of the quality agreed upon.—*St. Joseph Hay & Feed Co. v. Brewster*, Kansas City Court of Appeals, Missouri. 195 S.W. 71.

**Milling in Transit.**—Under a railroad tariff giving milling and transit privilege on milled products reshipped from J. over certain branch lines to certain stations, a shipper was not entitled to such privilege on products reshipped from J. to a point not shown to be within the termini of the lines defined by terminals, or to be on any of the branch lines mentioned in the tariff.—*Priebe v. Southern Ry. Co.* Supreme Court of Alabama. 75 South. 409.

**Bona Fide Purchase of B/L.**—If upon the face of a B/L there appears evidence sufficient to put an ordinarily prudent man upon inquiry as to the true ownership of the consignment, a purchaser, without such investigation as would disclose the true owner, from one (other than the consignee) who transfers to him the B/L by mere delivery, and who has no title to the property, cannot claim protection as a bona fide purchaser.—*Richlands Brick Corp. v. Hirst Hdw. Co.* Supreme Court of Appeals of West Virginia. 92 S.E. 685.

**Landlord's Lien.**—Where a lease for a term of years contains a provision that the title and possession of all grains raised upon such premises during the term of such lease shall remain in the landlord until a division thereof, held, that such a provision in the lease creates a lien in the nature of a chattel mortgage in favor of the landlord on the tenant's share of the crop for the protection and security of advances and indebtedness, as provided by the laws under consideration.—*Ellis v. Nelson's Independent Elevator*, Supreme Court of North Dakota. 162 N.W. 554.

**Four Years' Statute of Limitations.**—Where the initial carrier's agent, pursuant to consignee's letter, reshipped goods on the same bill of lading to consignee over

defendant railway, writing consignee to that effect, there was a sufficient compliance with Rev. St. 1911, art. 710, requiring carrier to give a bill of lading or memorandum in writing, making the four-year statute of limitations, applying to written contracts, applicable to consignee's action for damages, evidence showing that shipment was made at an agreed through rate for the whole route, in which case articles 731 and 732 make one carrier the agent of the other.—*Ft. W. & Denver City Ry. Co. v. Bone*, Court of Civil Appeals of Texas. 195 S.W. 244.

**Error in Quoting Freight Rate.**—A railroad company, having transported a car of goods from a point without to a point within the state to which it was consigned, is not liable to a purchaser of the goods from the consignee for the error of its agent in quoting a tariff rate upon a connecting line for transporting the car to another point within the state, or for the erroneous statement that the car would go forward duty or obligation correctly to quote such on a through tariff rate. The railroad company was under no legal duty or obligation correctly to quote such rate.—*W. C. Goodnow Coal Co. v. Nor. Ry. Co.* Supreme Court of Minnesota. 162 N.W. 519.

**Liability of Indorser of Draft.**—Where a draft with B/L attached was negotiated thru several banks, a custom among banks in accepting drafts with reference to charging back to its immediate indorser or customer the amount of funds for which credit had been given on receipt of the draft, in the event it is not finally paid, would not change the character of a transaction and destroy the effect of successive deliveries of the draft as constituting an assignment of the funds, since the right of the holder of a draft against indorsers on nonpayment does not defeat the ownership of the draft and rights incident to it.—*West Texas National Bank v. Wichita Mill & Elevator Co.* Court of Civil Appeals of Texas. 194 S.W. 835.

**Illinois Grain Weighing Statute.**—The provision of Act April 25, 1871, § 1 (Hurd's Rev. St. 1915-16, c. 114, § 118), that if the railroad does not weigh grain shipped in bulk, and state the true weight in the bill of lading, a sworn statement by the shipper or the consignee shall be conclusive as to the weight, is invalid, as depriving the carrier in effect of its day in court; the provision not being justifiable on the principle of estoppel. Within Act April 25, 1871, § 1 (Hurd's Rev. St. 1915-16, c. 114, § 118), making the sworn statement of the shipper conclusive as to the weight of grain not weighed by the carrier, the term "sworn statement" includes an affidavit, as well as oral testimony at the trial.—*Shella-barger Elevator Co. v. Ill. Cent. R. Co.* Supreme Court of Illinois. 116 N.E. 170.

**Recovery of Excess Freight Charge.**—Where a railroad exacted from a shipper charges in excess of those established by its schedule filed under federal Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379, such shipper was not required to apply to the Interstate Commerce Commission to have the act of the defendant, in exacting more than its schedule rate, declared unreasonable as a condition precedent to the maintenance of suit for the excess, since in view of the fact that the carrier under the act is authorized to charge, collect and retain only the rate named in the schedule, there is no call for the rate-regulating discretion of the Commission under the statute to decide whether the carrier could legally collect the excess.—*Coad v. C.*, St. P. M. & O. Ry. Co. Supreme Court of Iowa. 154 N.W. 396.

**Liability of Connecting Carriers.**—Under the interpretation placed upon the act of Congress approved June 29, 1906 (34 Stat. 595, c. 3591, § 7), amending section 20 of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 386 [U. S. Comp. St. 1916, § 8604a]), commonly called the Carmack Amendment, where a B/L is issued by a railroad company for an interstate shipment over several connecting lines of railroad, the remedy under that statute of the holder of the B/L for damages caused by delay in transporting the goods is not exclusively against the initial carrier, but

extends to all the connecting carriers over the lines of which the goods are transported. The liability is that imposed by the act, as measured by the original contract of shipment so far as it is valid under the act.—*Cent. of Georgia R. Co. v. Yesbik*, Supreme Court of Georgia. 92 S. E. 527.

**"Lawful Holder" of B/L.**—The words "lawful holder," as used in the provision of the Carmack Amendment of June 29, 1906 (34 Stat. at L. 595, chap. 3591, § 7, pars. 11 and 12, Comp. Stat. 1913, § 8592), to the Act of February 4, 1887 (24 Stat. at L. 386, chap. 104), § 20, that any common carrier receiving property for transportation from a point in one state to a point in another state shall issue a receipt or B/L therefor and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property, cannot be said to mean only the owner of the shipment or someone shown to be duly authorized to act for him in such a way as to render any judgment recovered in the action against the carrier res judicata in any other action, although by § 8 of the earlier act a carrier is made liable "to the person or persons injured" in consequence of any violation of the act, since to adopt this view would permit the general purpose of the latter section to control the purpose of the amendment, which is special and definitely expresses the lawful holder of the bill of lading to be the person to whom the carrier shall be liable.—*Pennsylvania R. Co. v. Olivit Bros.* Supreme Court of the United States. 37 Sup. Ct. Rep. 468.

**Priority of Mortgage Over Garnishment of Grain of Tenant in Elevator.**—Where the tenants' share of grain, under the ordinary lease containing a provision "that the title and possession of all crops shall remain in the landlord until division," has been delivered to an elevator without any division having been made, and storage tickets are issued therefor to the landlord for his share, and the tenants' storage tickets are issued, but are held by the elevator, and such elevator is served with a garnishment process which in point of time is subsequent to a chattel mortgage filed prior thereto against tenants' share of such crops and before division—such garnishment process and lien is junior and subject to the lien of a chattel mortgage filed against said crop prior to the service of the garnishment process and lien, and such chattel mortgage attached to the tenants' share of said crop and became a lien thereon as soon as such crop came into existence and attaches to the tenants' share of such crop at that time, and not at the time of division of the crop, and such chattel mortgage is a prior lien to the lien by attachment.—*Minneapolis Iron Store Co. v. Monarch Elevator Co.*, Garnishee. Supreme Court of North Dakota. 162 N.W. 543.

**Suit Against Carrier in County of Destination.**—Under Civ. Code Prac. § 73, providing that an action against a common carrier on a contract to carry property must be brought in the county in which defendant resides, or in which the shipment contract is made, and in view of the Carmack Amendment to the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 20, 24 Stat. 386, as amended by Act June 29, 1906, c. 3591, § 7, 34 Stat. 595 [U. S. Comp. St. 1916, § 8604a]), providing that in interstate shipments the initial carrier shall be responsible to the shipper or owner for the safe delivery of the property at destination though it may not handle the shipment thruout the transportation, where the contracts of shipment were made in another state, and the initial carrier was a foreign corporation not residing in the state, the venue of an action against such carrier for damages from negligent shipment of cattle is in the county containing the destination of the shipment, though delivery at destination was to be made by a connecting carrier, and the B/L stipulated that the initial carrier was not bound to make delivery at destination, but only to transport the property over its own line and deliver same to connecting carriers.—*C., C. & St. L. Ry. Co. v. Young*, Court of Appeals of Kentucky. 195 S.W. 93.



## Liability for Corn Going Out of Condition.

C. S. Thompson of Hope, Ark., accepted a car of corn from the O. A. Crenshaw Grain Co., of Charleston, Mo., on the following offer:

Offer you corn in the sack f. o. b. your station today at 62 cts. and we can offer you naked yellow ear corn at 61 cts. delivered; this is all good corn and we try to never use any bad corn if we can prevent it. Hoping these prices will be satisfactory and we will hear from you in a few days, we remain, yours truly.

The corn was loaded at Belmont, 16 miles below Charleston, and was received by the Crenshaw Grain Co., at Charleston, the day after it was loaded, and at once forwarded to Hope, where it arrived 4 days ahead of the draft, which was paid by Thompson.

Thompson testified that when the car was opened the corn was hot and steaming and had sprouts on it from 1½ to 2 inches long; that the corn was in the same condition all thru in spots and was not fit for use except to feed to hogs. Thompson stopped payment on the draft and telegraphed the Crenshaw Grain Co. to come and investigate the condition of the corn, and also told them that the corn was short in quantity. After some telegraphic correspondence between them, the corn was released by the Crenshaw Grain Co. and Thompson paid the draft and took charge of the corn. Other witnesses for Thompson testified that they were experienced grain men, and that they thought it would take about a week or ten days for corn to grow sprouts as long as the sprouts they saw on the corn in question; that when the car was opened they examined the corn, and it was worth not more than 25 cents per bushel.

The witnesses for the defendant testified to a state of facts substantially as follows: When the corn was loaded upon the car it was good, dry corn and had been husked. That the roof of the car leaked to some extent, but not badly. The railroad agent promised that the car should be shipped direct to Hope without a stop. There was no rotten corn in the car, and none of it had sprouted when shipped from Charleston.

The circuit court of Hempstead County gave judgment for defendant, but the Supreme Court of Arkansas reversed this, holding

At the time the plaintiff purchased the car of corn involved in this suit, he had no opportunity to inspect the same, and there was an implied warranty on the part of the seller that the corn was reasonably fit for use. Truschel v. Dean, 77 Ark. 546, 92 S. W. 781; Bunch v. Weil, 72 Ark. 343, 80 S. W. 582, 65 L. R. A. 80. According to the testimony of the plaintiff, the corn had sprouted and was rotten and unfit for use. The plaintiff paid for the corn and received it. Where the goods delivered to the buyer are inferior in quality to that which was warranted by the vendor, and the buyer accepts the goods and pays the purchase price thereof, he may bring an action for breach of warranty. Benjamin on Sales (7th Ed.) § 893; Mechem on Sales, Vol. 2, §§ 1807-1810; Yellow Jacket Mining Co. v. Tegarden, 104 Ark. 573, 149 S. W. 518; Ward v. Middieton, 161 S. W. 151.

For the benefit of the parties on a retrial of the case, we will determine the question of the measure of damages. Mr. Mechem says:

"Where the article furnished by the seller is not such in kind, quality, or condition as it was expressly or impliedly warranted to be, the direct and natural loss to the buyer who keeps it is obviously the difference between the value of an article of the kind he was thus entitled to receive and the value of the article which he has in fact received. For this loss he is entitled to compensation. There may, of course, be other losses resulting from the seller's default, and these will be considered later; but the direct and immediate loss will be at least this difference in value. For the breach of warranty, then, as to kind, qual-

ity, or condition, the measure of the buyer's injury will be the difference between the value of an article of the kind warranted and the value of the kind actually delivered; and for this difference the buyer may recover damages." Mechem on Sales, Vol. 2, § 1817.—167 S. W. Rep. 699.

## Carrier Can Not Collect Undercharge from Notify Party.

Carriers are making persistent efforts to collect undercharges from commission merchants and buyers who are under no trade or contractual duty to pay the undercharge, and in some cases have been successful.

A contrary decision rendered Mar. 27 1917, by the Supreme Court of New Jersey, will be welcomed by the trade.

In this case a shipment of potatoes was made by T. M. Hoyt from Presque Isle, Me., "consigned to the order of T. M. Hoyt, Columbus, N. J., notify Wm. A. Townsend," as appeared from the B/L. Handled over four lines of railroad, the shipment was delivered by the Pennsylvania Railroad Co. to Townsend upon his payment of the freight charges of \$101.45.

Later the Pennsylvania Co. brought suit against Townsend to recover \$40, alleging that the freight charges had been incorrectly computed. The court said:

Prima facie the consignor of freight who contracts with the carrier for its shipment is liable to pay the charges of transportation, and the mere fact that the charges are left unpaid by the consignor and are to be collected from the consignee at destination does not discharge the consignor from liability to the carrier.

In the present case the plaintiff company has not seen fit to sue the consignor, but rather has sued the defendant, upon the theory, apparently, that he was the consignee, and seeks to hold him as such under the provision of the B/L upon which the freight in question was shipped that "the owner or consignee shall pay the freight." But the defendant, Townsend, was not the "consignee." The term "consignee" means the person named in the bill as the person to whom delivery of the goods is to be made. F. L. 1913, p. 261. By the bill in question the goods were "consigned to the order of T. M. Hoyt."

Moreover, the mere existence of the relation of carrier and consignee is not enough to establish a liability of the latter to pay freight charges. There must be an agreement by the consignee, express or implied, in order to create such a liability.

We have pointed out that the consignee was T. M. Hoyt, and that the B/L was not indorsed or assigned by him. But if we were to assume that the B/L was regularly assigned to Townsend, the defendant, that assumption would not help the plaintiff. There is no proof apart from the B/L as to the relation existing between the consignor and Townsend, the defendant, nor as to the relation of Townsend to the goods, nor that he knew the correct amount of the freight charges, nor that he had even made an agreement respecting the same. We have only the bare fact that a statement of the freight charges prepared by the plaintiff was delivered to Townsend, who paid the bill and took the goods. No doubt, if Townsend as assignee of the B/L, had accepted and removed the goods without paying the charges, with knowledge that the carrier was giving up for his benefit a lien upon the goods for a stated amount, that would be cogent evidence from which to imply an agreement on his part to pay the known amount of the freight charges. But the mere acceptance and removal of the goods by the assignee of a B/L, upon payment of the freight bill as made out by the carrier, without knowledge by the assignee that the same was an undercharge, does not create any further liability on his part, even though, by mistake of the carrier, the bill as rendered did not include the entire charge.—100 Atl. Rep. 855.

I DO NOT want to be without the news in the Grain Dealers Journal.—O. F. Hoes, agt. Occident Elvtr. Co.

WE COULD not very well get along without the Grain Dealers Journal.—Palmer-Miller Grain Co., Celina, O.

## Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.75.

**GRAIN DEALERS JOURNAL**  
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## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks, Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

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Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

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305 So. La Salle Street CHICAGO, ILL.

## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8½x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.25  
Form 43XX—400 Pages, \$3.75

**Grain Dealers Journal**  
305 So. La Salle St., CHICAGO, ILL.



## Patents Granted

**1,230,855. Grain Tester.** (See cut.) Alonzo J. Bridges, Bedford, Ia. A number of separate main partitions are sub-divided into a number of separate compartments by substantially U-shaped division partitions which it carries. Flanges carried by certain of the partitions form partial false bottoms for the compartments.

**1,231,544. Corn Hanger.** (See Cut.) J. H. Brown, assignor to John Amann, Chicago, Ill. A wire rod having a loop at one end has a number of hanger arms adapted to be inserted longitudinally into an ear of corn to support it, the arms having an eye at their inner end which wraps around the wire rod, bending downward to form a leverage to support the arms.

**1,232,464. Dust-Separator.** (See Cut.) Carl Roy Houghton, Connorsville, Ind., assignor to Connorsville Blower Co. A centrifugal separator, comprising a casing, and a runner rotatably mounted therein, the runner comprising a series of radiating blades, and webs joining adjacent blades and extending further outward along the blades to the rear than along the blades in advance.

**1,232,301. Portable Conveying Apparatus.** (See cut.) Henry Harrington, Waukegan, Ill. A conveyor having a section of fixed elevation, an adjacent arm having its free end pivoted with a supporting means permitting lateral movement of the end, a connection between adjacent ends of said section and arm, means to move said connection to vary the elevation adjacent end of the arm.

**1,230,850. Test-weight Car.** (See cut.) J. H. A. Bousfield, assignor to E. & T. Fairbanks Co., St. Johnsbury, Vt. This test car is composed of a combined body proper and an underframe formed of a pair of complementary castings secured to each other in the central longitudinal plane of the car, and being provided with interengaging bearings to hold the castings in alignment. The body of the car is formed of a number of compartments for receiving test weights.

**1,232,323. Apparatus for Destroying Weevils.** (See cut.) John Kasmeier, Beeville, Tex. A crib having a bottom adapted to contain a quantity of material and having an annular air chamber opening through the bottom of the crib and provided with a perforated wall, a tube ex-

tending upwardly through the bottom and into the crib and having perforations in its sides, and heating means beneath for directing heat thru said opening into the annular chamber and tube.

**1,232,336. Grain Drier and Conditioner.** (See cut.) John F. Lahart, Minneapolis, Minn., and Charles J. Bour and Frank B. Harriman, Chicago, Ill. A bin having a discharge orifice in its bottom, a supply spout for delivering grain or other material into the upper portion of the bin, and a heating pipe having vertical and transverse portions located at the axis of the bin, the outer portion of bin being free from obstructions and the pipe affording a retaining device at the axis of the bin.

**1,231,216. Car Seal.** (See cut.) Frederick Strahm, Lawrence, Kan. A ribbon of metal is looped and one of its ends is bent to provide a plurality of thickness of material. This end is inserted into a housing in which inward projections are formed on the opposing faces adjacent its closed end, and the outwardly bent tongue of the ribbon is held frictionally between these projections. The other end of the ribbon is provided with an opening and is insertible into the housing to lockingly engage the tongue of the opening.

**1,231,449. Conveying and Loading Apparatus.** (See cut.) F. L. Stuart, Baltimore, Md. An intermediate track on which is a truck, runs between car tracks. A main conveyor belt has a tripper on the truck, and this tripper discharges the grain to a receiving conveyor which is mounted to swing in a horizontal plane from one side of the truck to the other to deliver to cars on either track. It is also mounted to move endwise in its frame. A discharging conveyor supported by the outer end of the receiving conveyor is mounted on it to swing about a vertical axis.

**1,231,371. Dust-Collector.** (See cut.) David R. Jones, Red Wing, Minn. A sleeve hangs within a cylinder, projecting thru the top. The sleeve has open ends, and an air trunk encircles the projecting end and is eccentric to it. A flange depends in it and is separated from it by a narrow annular gap, this trunk having an exit passage and decreasing in cross sectional area from the entrance to the exit passage around the circumference of the sleeve, whereby there will be a uniform degree of suction at all points of the gap. The sleeve and flange are flared in opposite directions.

**1,230,351. Automatic Scale.** (See cut.) J. H. A. Bousfield, assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. A weighing hopper having an inlet and outlet gate adapted for alternate operation is combined with mechanism for opening the gates. Means are provided which operate upon the rise of the hopper for absorbing

a portion of its power and storing it for the operation of the gate-opening mechanism, and other means for relieving the gate of its opening power and permitting it to automatically close. This mechanism consists of an arrangement of levers with a weight, operated by the rise of the hopper.

**1,231,534. Grain-hulling Machine.** (See cut.) A. B. Couch, assignor to Beryl Couch, Perry, Tex. A rotatable member is placed in a frame which has an inlet opening at the top and outlet opening at the bottom. Polishing surfaces are spaced on the outer edge of the rotatable part, and between them are spirally disposed spines. The edge of the cylinder case is provided with grooves between the rear ends of the spines and the adjacent abrading surfaces. Outstanding vanes carried by the rotatable member and underlying the inlet opening, serve to force the material delivered thru the opening longitudinally of the rotatable member.

**1,231,778. Pneumatic Grain Elevator and Separator.** (See cut.) Chas. P. Nall, Minneapolis, Minn., assignor to Nall Separator & Elevator Co., a Corporation of South Dakota. The combination with a closed hopper, of an intake tube extended downward within said hopper with its open lower end above the bottom thereof and an approximately horizontal tube extended from the intermediate inner portion of said intake tube, a vertical partition dividing the hopper into two chambers, a suction tube having air ports within said hopper extended upward from said horizontal tube, a valve for opening and closing said ports and a blower having its intake connected to said suction tube.

### The Embargoes.

All carload freight to Montreal, Que., or to any point in Montreal Terminals for storage, is embargoed.

Erie R. R. embargo of Feb. 17 in connection with acceptance of shipments subject to delay, is removed.

P. & L. E. R. R. embargo of May 26 on freight of any description destined to points on or via Western Md. Ry. is removed.

N. Y. C. R. R. embargoed all carload and l. c. l. freight routing to or via the N. Y. C. & St. L. R. R. at East Buffalo, N. Y., except field seed, seed grain, fertilizer, etc.

N. Y. C. embargoed all carload freight routing to or via Penn. R. R. at Buffalo, East Buffalo, and Gardenville, N. Y., except field and garden seed, seed grain, fertilizer, etc.

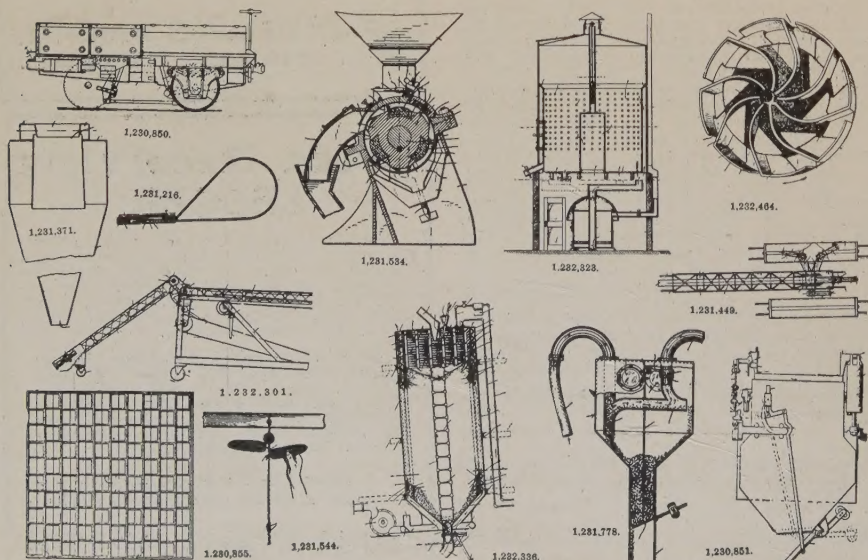
Erie R. R. embargo of June 2, 1916, is issued to embargo all carload freight from connecting lines at Croxton, Marion, Bergen, Jersey City and Weehawken, N. J., for float or lighterage movement in New York harbor.

Can. Pac. R. R. has embargoed all carload freight to any of its points for inspection for orders or for reconignment except shipments of grain and grain products billed to Cartier, Ont., or for Richford, Vt., for orders.

C., B. & Q. Sup. 5 to G. F. O. 1921-E cancels Sup. 4, and contains all changes from the original tariff that are effective July 30 on local and proportional freight, naming switching charges between industries, etc., on C., B. & Q. R. R. tracks at Chicago, Hawthorne, and Clyde, Ill., stations and junctions of connecting lines. Also from one location to another on the C., B. & Q. tracks.

EATING of corn bread for breakfast will be advocated in a booklet to be issued by the New York Produce Exchange.

INDIA's wheat crop is forecasted by that government at 9,929,000 tons, against 8,501,000 tons last year, an increase of 17 per cent.





# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

THE OHIO MILL & Elevator Rating Bureau has been organized at Columbus, O., to operate a rating bureau for the mill and elevator mutual companies under the new anti-discrimination law.

THE WRITING of workmen's compensation insurance in California, Colorado, Kansas, and Minnesota has been stopped by the Royal Indemnity Insurance Co., because of unfavorable state laws.

SOUTH DAKOTA'S new workmen's compensation law went into effect July 1. It applies to workers in grain elevators and mills and in other industries, except farm or domestic servants or casual laborers.

GASOLINE LAMPS are dangerous. Some makes when filled with cold gasoline and carried into a warm room generate more gas than the lamp can stand, resulting in an explosion. This is acknowledged even by the maker of the lamp.

BUFFALO grain elevators will be adequately protected against fire under plans perfected by local underwriters and grain men, which have been taken to Washington by W. E. Mellelieu, manager of the National Board of Fire Underwriters.

FIRE PROTECTION by the extension of the city water mains was denied the Terminal Grain Co. at Ft. Worth, Tex., the city commissioners having no funds. Thereupon W. W. Manning, pres. of the company, offered to advance the money to the city and his offer was accepted.

ORGANIZATION of the insurance men for conservation has nearly been perfected. For Indiana the work will be in charge of C. A. McCotter, Indianapolis, Ind.; for Ohio, J. W. McCord, of Columbus, O.; for Michigan, L. H. Baker, Lansing, Mich., and for Illinois, G. A. McKinney, Alton, Ill.

MOISTURE TESTERS will be in more general use at elevators after the new federal grades on wheat go into effect, and this will introduce the hazard due to the means employed for heating the glass or copper flask to expel the water vapor from the sample of grain being tested. An open flame of gasoline or gas is an ideal means of starting an explosion of dust. For safety the testing should be done away from the work floor, and in office, boiler or engine room.

THE ILLINOIS WORKMEN'S compensation act has been amended so that injured workmen with children will receive the following compensation: When the man who is killed leaves a widow and one child under 16 years of age, they shall receive \$1,750 instead of \$1,650; two or more children and the widow shall receive \$1,850. When the maximum is \$3,500, and the employee leaves a widow and 1 child under 16, the maximum shall be increased to \$3,750; with 2 children it shall be \$4,000. Where the employee is injured and the minimum is \$6 per week compensation, he shall receive a minimum of \$6.50 in case he has 1 child under 16 years of age, \$7 in case of 2 children, \$7.50 in case of 3 or more children. The maximum of \$12 per week

shall be raised to \$13 per week when the employee has 1 child, \$14 for 2 children, and \$15 for 3 or more children.

THE BODY of a man was found in a car of wheat June 9 at New York, which had been shipped from the Wheeler Elevator at Buffalo.

PHILIPPINE imports of oats during 1916 were 2,337,184 kilos, against 6,263,560 kilos during 1915, as reported by the Bureau of Customs.

ARGENTINE MARKETS have placed a maximum price of \$2.17½ cents per bu.

on July wheat. No new buying is allowed and open contracts must be liquidated.

THE SIX MONTHS' revolving credit of \$320,000,000 granted to the Royal Wheat Commission of Great Britain, at Winnipeg, by a syndicate of the Canadian banks last November, has paid off on June 1.

A BANQUET will be tendered the ex-presidents of the National Hay Ass'n at the Hamilton Club July 24, the first day of the annual convention in Chicago by ex-pres. Geo. Bridge and G. S. Blakeslee.

## CLEAN UP

Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough

## SPRING CLEANING

By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

MILLERS NATIONAL INSURANCE CO.  
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.  
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.  
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.  
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.  
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.  
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.  
Of Lansing, Mich.

## KEEP THE WATER OFF

While we may do everything possible to ward off fires, some elevators will burn. If you happen to be one of the unfortunates, don't wait for an adjuster. Get busy and save all the grain you can. Your policy says you must do this. But KEEP THE WATER OFF. Use just enough to keep the fire down. Dry salvage can be used, but the market for wet stuff is limited. The country needs every bushel of grain harvested this year, even if it has gone through a fire.

Fitzgerald & McCotter  
Western Managers  
OMAHA, NEB.



C. A. McCotter  
Secretary  
INDIANAPOLIS, IND.

INCORPORATED 1877

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Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

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Write for Information  
Regarding Short Term Grain Insurance

ORGANIZED 1902

## Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.  
Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary



# ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$4.25

## A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

## A GRAIN SHIPPING BOOK (No. 14 AA).

**Sales, Shipments and Returns** is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

# Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.75.

## GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

# PRECISION

in removing moisture from grain at the existing high prices is of extreme importance. To illustrate: The removal of one-half of one per cent too much moisture from 1,000 bushels of corn at \$1.70 per bushel means a loss of \$8.50. The Ellis Continuous Feed Drier is designed for drying grain under close limits and will meet your most exact requirements.

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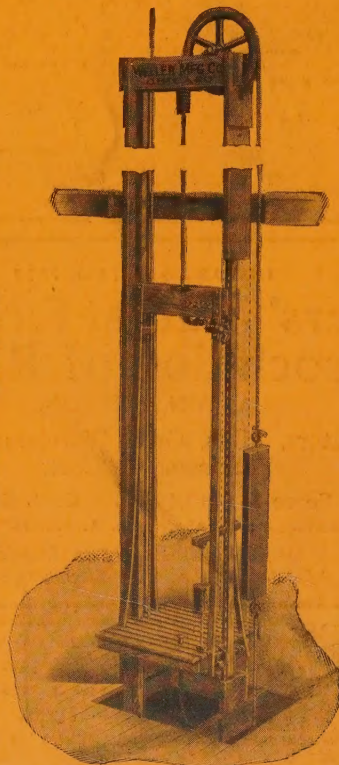
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